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SAUCE.

Hongkong Daily Press

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- 5.—Roast Leg of Lamb, Mint Sauce
- 6.—Cold Bologna Sausage,
Potato Salad
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Long Beans
- 10.—Lemon Cream Tart
- 11.—Fruit 12.—Tea 13.—Coffee

HOW LANCASHIRE GOES ON HOLIDAY.

THE "CONEY ISLAND" OF BRITAIN.

NO "CLOGS AND SHAWLS" ON BLACKPOOL'S BEACHES.

Most holiday articles appearing in the home newspapers are about places where swaggers people go to, the expensiveness of the hotels, the jewels worn by screen queens, and the price of caviare, the naughty ladies of fashion in pretty bathing things, and wonderful luck in the casinos. I've never been to Le Touquet (writes Sir John Foster Fraser in the *Sunday Times*), but I wonder if as much fun can be got there as at Blackpool—where I happen to be at the moment.

Blackpool! Nobody goes to Blackpool; at least nobody who is anybody! Blackpool isn't that a town somewhere in the north where the cotton operatives go in their clogs and shawls and say, "By gum, it's champion!" Well, it is a holiday haunt for some two million folk a year, with Sir Walter de Frece as its M.P., and his wife, Vesta Tilley that was, its idol.

There is some society or other with the function to get foreigners, particularly Americans, to come and see England. Americans are always rather homesick. So if I had anything to do with that British boosting propaganda I'd rush all Americans to Blackpool and demand, "Doesn't this knock your Atlantic City and Coney Island into what you call a frazzle?" They would yell, "Sure!"

Full Value for a Shilling.

It is the most America-like seaside town in Europe. It isn't a place for a rest cure. But as most of its visitors work fifty or fifty-one weeks a year, they do not want rest; they want distraction, noise, whirling amusement, bands, dancing, hip-hip-razzle-dazzling, and they want it cheap. They get it. "Sir," said a Blackpudlian to me, "You'll get more pleasure here for a shilling than any place on earth." Maybe he was right.

It does take one's breath away. Behind it are some six million folk in Lancashire, and never mind that question of unemployment—a mass of them—at present I think I was told 400,000—surge in hundreds of trains and scores of charabancs on Blackpool. It is a sight when half a dozen trains disgorge at the same time.

Lancashire Leases.

But where do southerners get the idea, Lancashire people go about in clogs and shawls? Tut! There is no accentuation of fashion, no bored aristocrats, no talk suggesting Oxford, no monocles—just a few hundred thousand folk well dressed, friendly, matey, with no restraint about laughing loudly when happy, the young fellows in natty lounge suits, and the lassies bare-headed, bare-armed, but jaunty in costume and silk hose and newly-bought shoes.

There are three piers, orchestras, concert parties, and dancing continuously; two theatres, a dozen cinemas, and then those three concerns—the Tower, the Palace, and the Winter Gardens, of which I've never seen the like on earth. When the weather is bad, for it does rain

American-like Blackpool has set itself out to "lick creation," and has spent millions of money. Its seafront promenade is over five miles long, in some places built up in four wide "stories," as wide as an ordinary roadway, with miles of free seating, and there is one stretch of a mile and a-half or so that is covered in: the biggest chunk of concrete work there is in the world, I suppose; and in one place, where the low cliff is earth, it has been faced with rugged rock—all concrete, though you wouldn't know it.

Bowling-Greens for Women.

A great sandy beach, too, with the customary crowds; but twice a day the Atlantic rushes up and cleans the whole area. There is a park which cost £250,000, and many bowling-greens, for the riper lads of Lancashire are great on bowls—and, by the way, there are ten bowling-greens reserved for women. There are five eighteen-hole golf-links within the borough, and fifty public tennis courts—all busy. Charges trifling.

Blackpool's "Pool."

For threepence I had an enjoyable hour and a-half the other morning. I was one of nearly 6,000 spectators at "The Bath" when some 600 bathers, who, I believe, had to pay sixpence, were having a great time. Blackpool must have a publicity man worth his weight in gold to judge from the alluring, coloured photographic "literature" that is sent forth. This bath is as gorgeous as a Roman amphitheatre, "the finest open-air enclosed swimming pool in the world," for such as I to watch the gaudy costumed bathers in gleeful revelry, for there is no objection to mixed bathing at any time or anywhere in Blackpool, and (I quote), "The depth of the water varies from 18 in. in the paddling section to 13 ft. near the high-diving stages. The big pool holds over one and a half million gallons of filtered seawater, constantly changed and purified." The bath attracted nearly three-quarters of a million patrons last year, and on busy days as many as 5,000 people entered the water. Though it cost £250,000 to make, it is already a profit-making enterprise.

That is the Blackpool spirit: everything on the big scale, everything with a vim and a bang, every place cheap, and every place crowded.

There are three piers, orchestras, concert parties, and dancing continuously; two theatres, a dozen cinemas, and then those three concerns—the Tower, the Palace, and the Winter Gardens, of which I've never seen the like on earth. When the weather is bad, for it does rain

now and then in Blackpool—though the authorities in the trumpet-toned circulars refer only to the sunshine—there is room and fare for a quarter of a million of people.

In the Ballrooms.

Talk about your picturesque ballroom scenes in London! You ought to be here on a Saturday night when one of these enormous stretches of ballroom floor is occupied by nearly a couple of thousand dancers—with another couple of thousand of mothers and others upstairs seeing how their Sally and our Jim are getting on—with a great band crashing waltzes and blues and not too much jazz, and, when the lights are lowered, harlequin colours twirling upon the sedately undulating throng. Yes, sedately. The girls are in their nice frocks—and some of them in those new long trailing skirts too—but no lads are in evening clothes, though the robust M.C. is whilst he stands in the centre and sees that the route is always left-wards. But there is no frolicking, hardly any mirth. Radiant though the scene is, demureness is the characteristic of the dancers. How do these folk get partners? Well, friends introduce friends; but if you happen to be alone and you see a nice little thing from Preston, evidently also alone and you inquire whether she would care for a dance it is unlikely she will take offence at not having been "properly introduced." At half-past ten the band stops, and everybody is expected to go home.

All the Fun of the Fair.

I don't want to catalogue the sights of Blackpool—and I daresay I missed a good many—but anyway, there is the Pleasure Beach described in the photographic folder as "the Coney-Island of Europe." Yes, "and some," as the Coney-Islanders would remark. Terrific switchbacks, water-chutes, all the blatant, blaring fun of the fair, hectic side shows, sellers of Blackpool rock and tellers of fortunes and games of skill; with one chance in thirty you may win a vanity bag and be in the running for a mangle or a fur coat; it all depends on your luck.

"It's as near gambling as now," as they say up here, and there are mobs hazarding their pennies all day long. These cotton operatives are as keen on taking a chance as folk who go in Blue trains to the Riviera—and get a good deal more hilarity. Men, there is no exhilarating beverage to be obtained in or near the Pleasure Beach; parents can "park" their children for twopenny an hour; there is a special miniature fair ground for the youngsters, and there are enough screaming hilarious kiddies to make the heart of the Malthusian sad.

Diary of Coming Events.

Today. (September 16.)	Wednesday. (September 17.)	Thursday. (September 18.)
Queen's Theatre: "Children of Pleasure." Central Theatre: "Fast Company." World Theatre: "Fighting Love." Star Theatre: "Red Mill." Majestic Theatre: "The Last Command." Sanitary Board Meeting, 4.15 p.m. Lecture by Miss Martha U. Root on the "Bahai Movement" at the University, 8.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. European Mail: Outward: Europe via Marseilles (Mendous); 2.30 p.m.; Europe via Marseilles (Sphinx), 2 p.m. Tides: High, 2 a.m.; Low, 10.47 a.m.	Queen's Theatre: "Children of Pleasure." World Theatre: "Fighting Love." Star Theatre: "Red Mill." Central Theatre: "Fast Company." Majestic Theatre: "The Last Command." Meeting of Hockey Representatives at Volunteer Headquarters, 5.30 p.m. Meeting of members of "Reel Club" at Lane Crawford's, 5.15 p.m. Public Band Concert, Kowloon Football Club ground, 8.15 p.m. Dinner Dance: Hong Kong Hotel, 8.30 p.m. Tides: High, 3.17 a.m.; Low, 12.11 p.m.	Queen's Theatre: "Children of Pleasure." World Theatre: "Deceptive Potion." Star Theatre: "Love Trap." Central Theatre: "Rio Rita." European Mail: Inward: Europe via Negapatnam (Antenor). Outward: Europe via Siberia (Asama Maru), 8.30 a.m. Tides: High, 4.38 a.m. and 8.58 p.m.; Low, 1.10 a.m. and 1.14 p.m. Friday. (September 19.) Queen's Theatre: "Divorcee." World Theatre: "Deceptive Potion." Star Theatre: "Love Trap." Central Theatre: "Rio Rita." Polo—Finals: K.O.Y.L. Cup Competition. Dinner Dance: Peninsula Hotel, 8.30 p.m. Tides: High, 6.01 a.m. and 8.42 p.m.; Low, 1.58 p.m.

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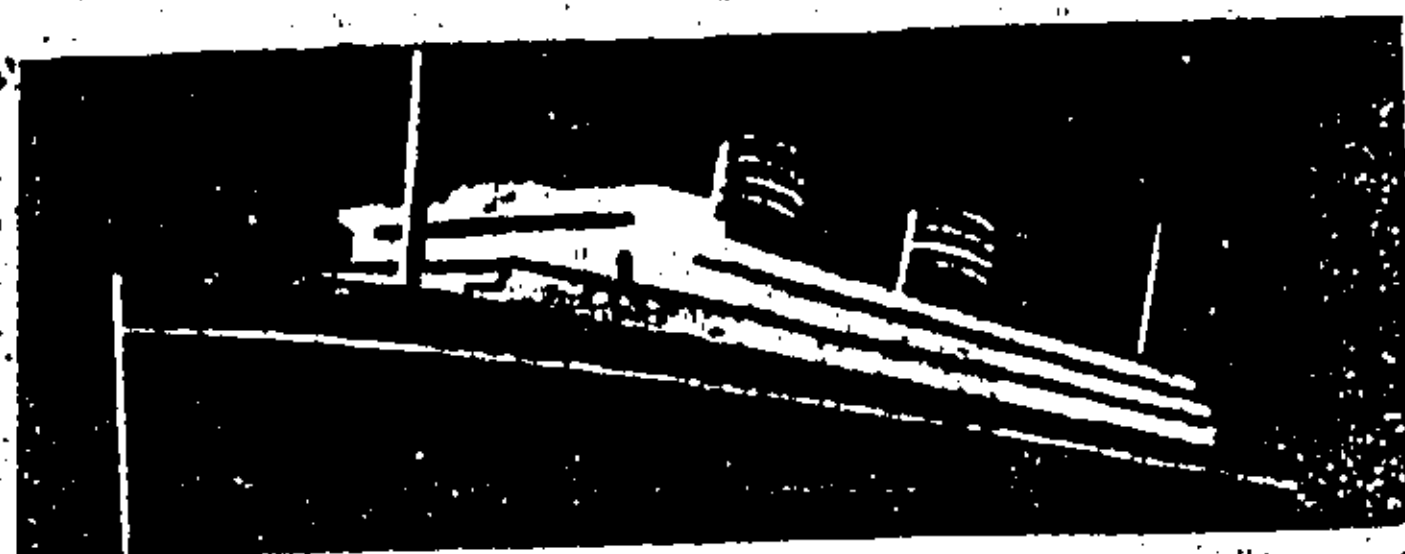
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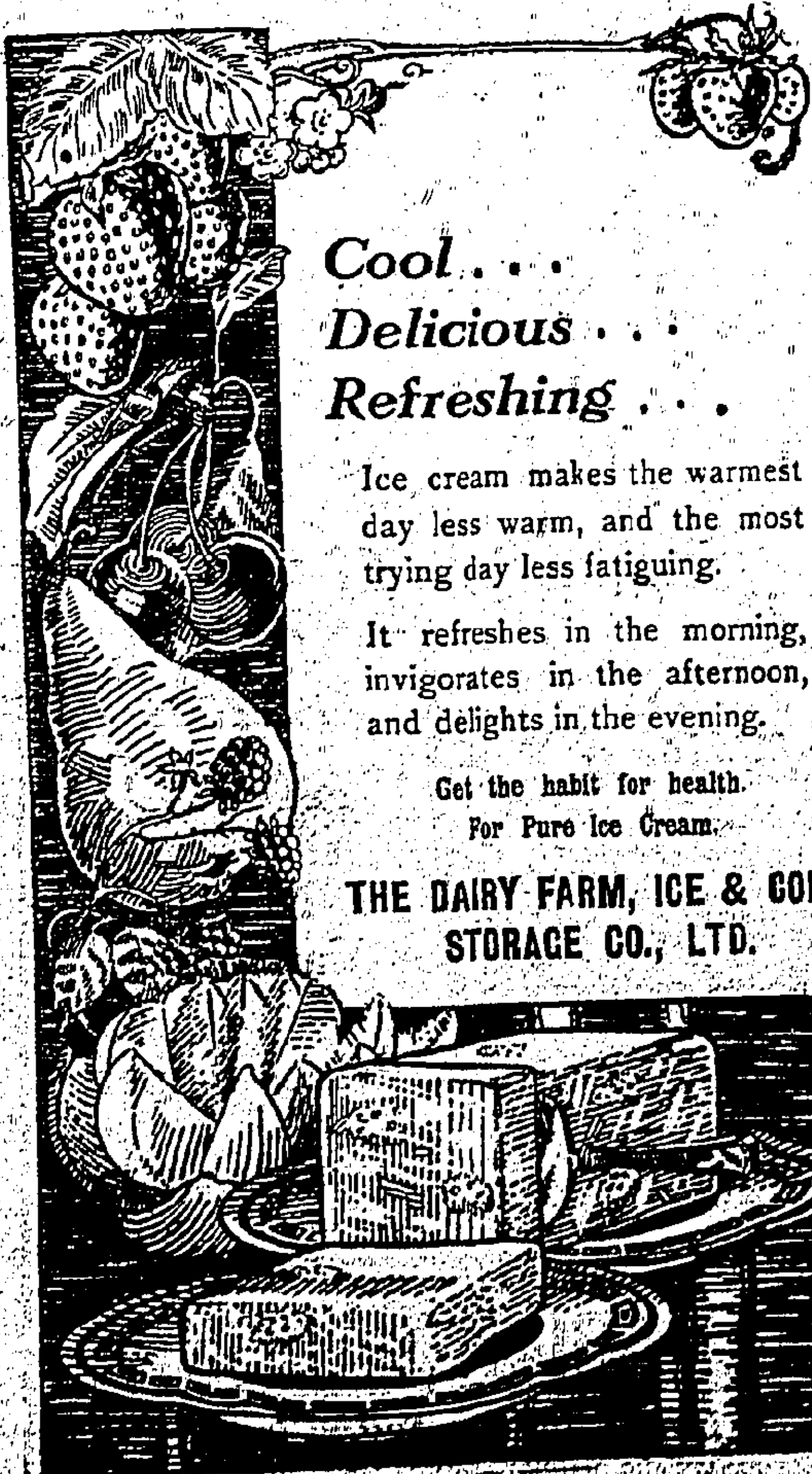
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THIRTY-FIVE YEARS WITH N.Y.K.

LONDON MANAGER
RETIRES.

A representative of Lloyd's List has interviewed Mr. Blair, the retiring manager of the London office of the Nippon Yusen Kaisha. A month ago Mr. Blair and Capt. F. E. Cope, superintendent at the London office, who is also retiring, were entertained at dinner by the new manager, Mr. T. Saito.

Mr. Blair was born in Wigtown in 1864, and started as a junior clerk in the Glen Line in 1884, and a year later went to the China Mutual Steam Navigation Co. Six years later he was appointed chief clerk in the Nippon Yusen Kaisha, when that company opened its London office, in 1896. In those early days with the Glen Line, Mr. Blair said, the Glen had taken the place of the tea chippers in bringing home the first season's China tea from Hankow, and trade between the United Kingdom and the Straits, China and Japan was rapidly developing. The leading companies at that time were the P. & O., Glen Line, Shire Line and Ben Line on the East Coast, and the Blue Funnel Line on the West Coast, while the China Mutual loaded at both East and West Coast ports. The tonnage of the vessels ranged from 3,000 to 5,000 gross and departures in most cases were monthly. In 1896, when the N.Y.K. commenced its European service, the Rickmers Line temporarily dropped out. The Norddeutscher Lloyd also in the trade, ran a fortnightly mail, passenger and freight service, and two years later the Hamburg-Amerika Linie commenced a cargo service from Antwerp. To-day sixteen lines were engaged in the trade.

The First Regular Service.

"When I joined the Nippon Yusen Kaisha, the war between Japan and China had just finished and the company decided to establish regular services to Europe, America and Australia. Directors came to London and orders were placed in Glasgow and Belfast for twelve twin-screw steamers, of about 6,000 tons gross each, for the European Line, and a fortnightly service from Middlesbrough, Antwerp and London was inaugurated. The first vessel was the Kanagawa Maru, built at Glasgow, and this steamer is still running in the company's service. The staff of the London office numbered ten—five Europeans and five Japanese—and the business of the company has so grown that this number has now increased to 95-90 Europeans and 15 Japanese. An amicable understanding was arrived at with the P. & O. Co. regarding the competition then existing in the Bombay-Far East trade and the new service of the N.Y.K. was admitted to the Conference. A Japanese manager was appointed to the London office, but his health broke down and Captain James, R.N., who was Superintendent of Navigation, was appointed manager, a position he held until his death in 1910.

After the death of Captain James, Mr. Blair was appointed assistant manager, and in 1923 became manager. In January, 1911, the Board of Directors presented him with the "Kinkoshi" (gold medal), and after the termination of the Russo-Japanese War he received the 5th Order of the Rising Sun, while at the end of the last war he was honoured with the 4th Order.

Growth of the Fleet.

During his 35 years' service the fleet of the Nippon Yusen Kaisha has increased from 67 vessels, aggregating 133,600 tons gross, to 150 vessels and 880,532 tons gross, while the present year has been marked by exceptional expansion. Three passenger motor vessels of 17,000 tons each, the fastest now running in the Pacific Ocean from San Francisco to Japan, have been completed; three new motor vessels have been placed on the Japan-Seattle service, and two motor vessels have been placed on the European service, accelerating this service, by several days. The first of these two vessels, the Terukuni Maru, arrived in London on August 13, and will shortly be followed by her sister ship, the Yasukuni Maru. At the present time the company has three services running between Japan and Europe. These are the fortnightly mail service, the three-weekly Hamburg cargo service, and the monthly Liverpool cargo service. The London office of the N.Y.K. is the most important of the many branches of the company throughout the world. The control of all the business in Europe (under the direction of the Head Office) is delegated to this office, also the Line to South Africa and the East Coast of South America, in addition to the many other affairs of other lines that require to be negotiated with associated companies.

HUMOUR: ANCIENT AND MODERN.

"How much are your riding lessons costing you?"
"About ten shillings a throw."

"Hallo! I hear you have got a ge-e-ge. Been riding long?"
"Yes, for some months, on and off."

"I'd like a piano piece, please."
"Sorry, but we don't sell 'em that way. You'll have to take a whole piano."

Mrs. Youngbridge: "I'm going to cook dinner to-day myself. What would you like, dear?"
Hubby: "Er—biscuits and cheese."

"Father, what is dignity?"
"Dignity, my son, is what you think you possess, until the boss says, 'What is the meaning of this!'"

Milkman: "I tell you, ma'am, this milk of ours is the cleanest milk in the country."

Customer: "And so it ought to be; it gets many a good washin' with cold water."

Father-in-Law: "When I gave you my daughter's hand I didn't think that you were always going to be dependent on me."

Son-in-Law: "Neither did I. I thought that you would give us enough to live independently."

The argumentative town councillor was on his feet, bent on pulverizing his opponents.

"Mr. Chairman," he said, "Councillor Jones says this is a case of six of one and a half a dozen of the other. But I say no—most emphatically no! It is exactly the contrary."

Oh, fishing's a grand recreation. You rise at a quarter till 5, And languidly float In an old, leaky boat, Till you wonder if you're still alive.

And then, what a gorgeous sensation, A bite! And you're suddenly gay. It feels like a whale; What a wonderful tale. You can tell after it gets away.

"What's a parking place, Daddy?"
"It's a place where there is just room for the car which backs into it a second before you start driving in."

Nurse: "Don't you like your new baby sister, Johnnie?"
Johnnie: "She's all right, but I wish she had been a boy. Willie Smith has got a new sister, and now he'll think I'm trying to copy him."

An American, arriving in London by the boat train, engaged a taxi to drive him to his hotel. Steamer trunks, hat boxes, dispatch cases, overcoats, and walking-sticks were piled on the taxi.

The driver peered out through a crack in the mountain. "Is that all?" he asked.

"Yes," said the American.

"That's the lot."

"Well, well," replied the driver.

"I suppose they wouldn't let you bring the Statue of Liberty?"

The young wife was seeking a separation from her husband on the grounds of cruelty.

"But isn't your husband the captain of the Brown-ton Harlequins?"

asked the judge, with awe, being himself a keen follower of Rugby football.

"Yes, your honour," was the reply; "and that was where the trouble started. I could do with him showing me how well he had tackled by tackling the dog; but when he used baby to show me how he threw the ball into the scrum—well, that was the end."

The department store was crowded with shoppers when an agitated lady approached the dignified shop-walker.

"Please, can you help me?" she begged. "I promised to meet my husband in this department over an hour ago. I was wondering if you had noticed him."

The shopwalker was politely eager to help.

"How would you describe him, madam? Was he a short man with a fresh complexion?"

"Oh, no," answered the distressed lady. "By this time he would be towering and white with rage."

ECZEMA CAUSED SLEEPLESS NIGHTS

Spread Over Arms and Limbs. Healed by Cuticura.

"The trouble started about eleven years ago with a round patch something similar to dry eczema on my right elbow, and gradually spread over my arms and limbs. As the skin scaled and peeled off another formed, which did just the same thing, and of course gradually got worse. The irritation was awful and caused me to spend sleepless nights. I read an advertisement for Cuticura Soap and Ointment and sent for a free sample which gave relief. I purchased more and in about four months I was completely healed." (Signed) Mrs. Eva Whitehead, 173, Spyn Villa, Sackville St., Ravensthorpe, Yorks., Eng.

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WINE DUMPED IN HARBOUR.

SAMPAK PEOPLE FINED.

The master and a jolt of a small boat were before the Marine Magistrate yesterday on the charge of dumping a quantity of tobacco and Chinese wine into the harbour in Soko Wan, Lamma Island, on Sunday, to prevent seizure by the police.

First accused pleaded guilty while the second man entered a plea of not guilty.

Giving evidence for the prosecution, Sgt. Hudson said that he was on duty on No. 3 Police launch at about 11 a.m. on the day in question when he received information that a junk was carrying tobacco and Chinese wine near Soko Wan. The sampak was pointed out to him and on approaching to within 30 or 40 yards from it he saw the two defendants dump a quantity of cargo overboard. When he got alongside the boat, he found some Chinese tobacco floating on the surface of the water. There were also two large four-gallon jars floating in the water while on the boat there was an empty jar and a four-gallon kerosene tin, both smelling strongly of wine.

Sgt. Hudson concluded his evidence by saying that he recovered the tobacco and jars from the sea, and after this was corroborated by a Chinese seaman employed on the Police launch, the defendants were each fined \$25 or three weeks' imprisonment.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

General.

Revolver Practice:—The regular weekly revolver practice (voluntary) will take place at the Bowen Road Revolver Range on Wednesday, September 17, from 5.30 p.m. to 7 p.m. It will be open to all ranks of the H.K.P., Special Constables, Indian Company, Hong Kong Police Reserve and to all persons holding permits to carry arms.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, September 16, at 5.30 p.m. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part 2 of Training Course should attend.

Winter Uniform.

Members of the Chinese, Indian, Flying Squad and Sharpshooters Companies are warned to get their winter uniform ready; those who are not in possession of same will apply to their respective Equipment Officers.

Indian Company.

Revolver Practice:—All ranks of the Indian Company will attend at the Bowen Road Revolver Range on Wednesday, September 17, at 5.30 p.m. sharp for revolver practice under Musketry Instructor E. Carpenter.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, September 16, Fall in at Tsim-ta-tsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, September 19, Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

Sharpshooters' Company.

Riot Drill:—Riot drill will be carried out on Tuesday, September 16. Members will fall in outside Queen's Pier at 5.15 p.m. sharp, and proceed by motor transport to Kennedy Road. Uniform if possible. Members will bring their rifles, truncheons, revolvers, belts and holsters. A full attendance is desired.

Rifle Practice:—Rifle practice will be carried out on the Tai Hang Rifle Range on Sunday, September 21, at 10 a.m. Members will assemble on the range at that time with both rifles and revolvers, as some revolver practice will be carried out during the morning. Uniform optional. Ammunition will be available on the range.

(Sgd.) D. L. KING.
D.S.P. (R.)

Hong Kong, Sept. 15, 1930.

LAMMERTS AUCTIONS

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THE Undersigned have received Instructions:

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22 SHIRTS

19 HOSIERY

24 DOZEN NECKTIES

19 Pairs SILK EMBROIDERED SHAWLS

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A LARGE QUANTITY OF CLOISONNE WARES.

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KEEP THE HOUSE CLEAN AND NEAT!

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In lots of not less than half-ton; delivered to:—
Peak District (above Bowen Road) ... \$23.00
Bowen Road and Lower Levels ... \$21.00
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Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or compradore order payable to SZE WAI & CO.

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Will find an interesting
article in the "Daily
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Red Hackle WHISKY

"RED HACKLE" Whisky.

A welcome change.
If you are not drinking "RED HACKLE" you are not drinking the best.
Try it for a change. You will continue to drink it from choice.

Awarded First Prize in the Competition open to all whiskeys at the Brewers' Exhibition in London.

Try it and judge for yourself.

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FAIRY TALES FROM GERMANY.

"NEGOTIATIONS" WITH SOVIET RUSSIA.

Berlin, Sept. 9.—The Ministry of the Reichwehr has issued a categorical denial of the fanciful stories launched at an electoral meeting by the Social Democrat candidate Herr Kuenstler who declared that certain officers of the Reichwehr, together with officers of the Red Army, had drafted the electoral manifesto issued recently by the German Communist Party. The manifesto caused quite a stir because of its aggressive foreign political tendency, promising as it did that if the Communist Party came to power in Germany, it would immediately declare the Versailles treaty, the Young Plan and all foreign loan obligations null and void. The Ministry's denial points out that of the three officers mentioned by Herr Kuenstler as having participated in the imagin-

ary negotiations in Soviet Russia which allegedly resulted in the publication of the Communist manifesto, one has been in the old German army but never in the Reichwehr at all and besides is blind, the second left the Reichwehr as long as eight years ago and is a noted scientist while the third also left the army a long time ago and never left Germany.

In any case, there is not the slightest connection now between any of the three men mentioned by Herr Kuenstler and the Reichwehr. The Ministry therefore charges the Socialist leader to bring forward evidence for his stories and threatens to prosecute him for slander. At the same time the Press points out that the Communist electoral manifesto does not contain anything which might arouse even the slightest suspicion of it having originated with military men whether German or Russian and that if Moscow had a hand in the writing of the manifesto it was certainly the Kuomintang but not the Red Army.

FRENCH AVIATORS, AT WASHINGTON.

ENTHUSIASTIC WELCOME
FROM CROWDS.

[UNITED PRESS.]

Washington, Sept. 8.—Messrs. Coste and Bellonte arrived at 6 o'clock. In their passage across the City they were applauded by a considerable crowd who called them six times to the balcony of the French Embassy.

LATER.

President Hoover to-day received and honoured Major Diendonne Coste and his companion Bellonte, heroes of the recent Paris-to-New York flight.

Addressing the two Frenchmen, the President said that there appears to be no limit to what courageous men can accomplish if they but dare to try.

Among those present for the presentation and address were Col. Charles A. Lindbergh, who first flew the New York-Paris stretch from west to east, and Capt. Rickenbacker, America's wartime ace of aces.

There will be a public reception in honour of the Frenchmen this afternoon. All Washington is intent upon paying them honour, and not in many years have guests been so enthusiastically received.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "Hong Kong Daily Press."

"KUFAN" COUPON.

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H.D.P.]

QUEEN'S BOOK NOW—BOOK NOW NORMA SHEARER IN "DIVORCEE" COMMENCING SEPT. 19TH THE YEAR'S SENSATION. PLANS NOW READY.

THERE'S A
LONG LONG TRAIL
of
Bugs, Fleas,
Flies, Beetles,
Mosquitoes,
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...I killed by
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ANTI-RUST PAINTS IN ALL COLOURS.

A high-class paint, absolutely rust-preventing, in all colours required. Light-fast, Heat-firm and Isolating.

A non-oil-containing rust paint with a covering expanse larger than any rust paint on the market. For this reason—MOST ECONOMICAL.

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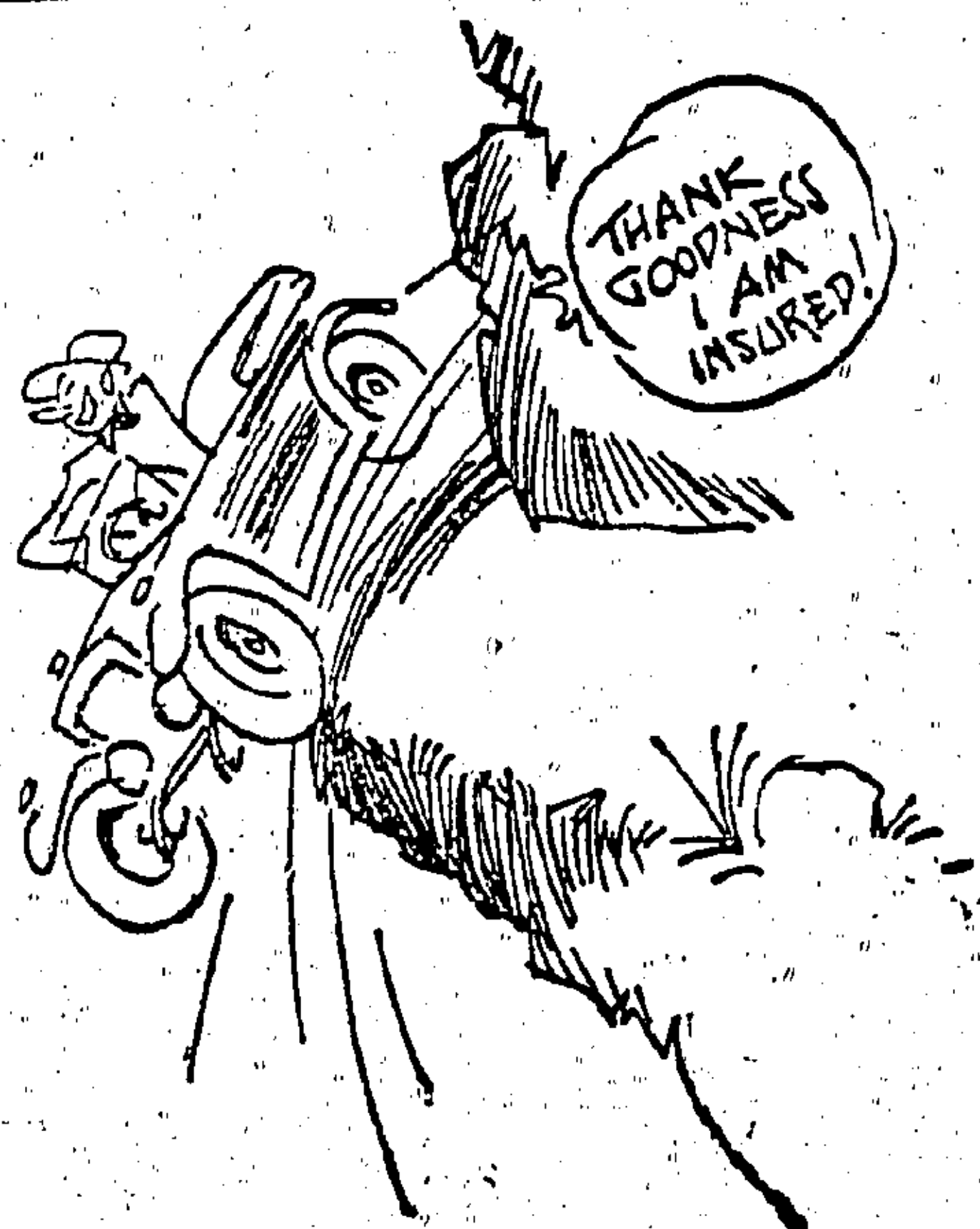
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This might be your Car and with you in it I insure against Accidents with

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1A, CHATER ROAD.

APPEAL TO PRIVY COUNCIL.

APPLICATION GRANTED BY FULL COURT.

PROPERTY MORTGAGE SEQUEL.

An application for leave to appeal to the Privy Council against a recent decision of the Full Court of Appeal was made yesterday before the acting Chief Justice (Mr. Justice Wood) and Mr. Justice Jackson.

The appellant was Tsang Chuen, a partner in the Kam Chung Bank, 103, Queen's Road Central, the respondent being Li Po Kwai, of 1, Seymour Terrace, Hong Kong.

In the original action and subsequent appeal, Li Po Kwai claimed to be the owner of property in Wing Kut Street which he transferred to himself under the name of Li Kan and his son (Li Nga Ching, second defendant) by a deed of assignment in 1927 for a consideration of \$16,000. Plaintiff declared that he never intended his son to have any beneficial interest, that the money was never paid, and that his son did not know of the assignment at the time.

Subsequently it was alleged that the son, whose whereabouts were unknown during the proceedings in Court, mortgaged the property to first defendant, Tsang Chuen, for \$25,000. Plaintiff asked for an order for re-assignment of the property to him free of the mortgage.

The case was heard by Sir Henry Gollan, who gave judgment in favour of plaintiff. This decision was affirmed by the Full Court of Appeal at which Sir Peter Grain presided together with Sir Joseph Kemp and Mr. Justice Wood.

In the present application for another appeal, Mr. C. G. Alabaster, K.C., instructed by Mr. F. X. D'Almada, Snr., of Messrs. D'Almada & Mason, was for the appellant. Mr. F. C. Jenkin, instructed by Mr. E. Davidson, of Messrs. Hastings, Denys & Bowley, was for the respondent.

Question of Time Limit.

Mr. Alabaster submitted that as the amount involved was over \$5,000, and other conditions had been fulfilled, appellant had the right to appeal to the Privy Council. A point which required the consideration of their Lordships, however, was as to the time limit.

He had received a letter from the other side suggesting that no time limit should be fixed.

Addressing the Court on this point, Mr. Jenkin said that it had always been assumed that six months was the limit which could be allowed for preparation of the records, but he could cite precedents that such was not the practice in recent years. The danger of fixing a period which might be longer than was required by the appellant was that the respondent would be delayed in the enjoyment of the judgment he had already obtained.

Counsel submitted that if their Lordships decided, they must fix a period, then he would suggest that three months were ample, subject to an extension if it was later found to be insufficient. Counsel reiterated that if the period were fixed, the respondent would be seriously handicapped.

After further discussion, their Lordships granted leave to appeal and fixed no time limit.

THE MISSISSIPPI'S "SNAG-BOATS."

KEEPING THE CHANNEL CLEAR.

Playing dental surgeon to the Mississippi is one endless duty of Uncle Sam of which we hear little, says an article in *Modern Mechanics*.

The teeth are snags—trees, debris, derelicts, and wreckage which lodge in the channel and hinder navigation.

Army engineers have the task of removing such obstructions. And as long as the Mississippi continues to flow the Government will have to continue its snag-boat service. And we are told these interesting details.

The average snag weighs about 40 tons, while the Goliaths range to 175 tons. A snag boat removes 100 to 200 during the season. There is no reliable method of forecasting the season. There is no reliable method of forecasting the number.

The boats were originated expressly for this purpose. Each boat is 150ft. long, 93ft. in beam, and carries 45 officers and men. They are of double-hulled catamaran design, with steel butting-beams 15ft. long and 10ft. wide, fastened securely between the bows. Each boat is equipped with a large sweep-chain operated by a quartet of engine-driven capstans, exerting a total pull of 140 tons.

"Full Steam Ahead!"

In certain cases, it seems, this system is futile. Thereupon the captain brings his "heavy artillery" into play.

The boat backs away some 60 or 70 feet from the submerged snag. He orders "full steam ahead." The 500-ton vessel rams the snag with her steel butting-beam, and repeats the butting until the snag is loosened.

The impact is frequently so great that all aboard are thrown on the decks, while the fire doors are tossed wide open.

Gasoline-powered saws reduce the snag into 20-foot logs after it is raised. These salvaged logs are cast overboard immediately after cutting, as the Government boats are not qualified to haul them to commercial mills and have them reduced into marketable lumber. Log hunters in launches trail the boats and salvage a living from the floatsam. Occasionally these chasers fish \$175 worth of logs in one day.

Generally, snags point downstream, turned by the pressure of the current.

Trees usually right themselves and bury their roots in the sand and mud.

A V-shaped break in the surface generally is the sign-post of a submerged snag. It causes a so-called "bell" which sharp-sighted lookouts on the snag-boats are quick to recognize. The boat was manoeuvred as close to the submerged obstacles as possible. The sweep-chain is lowered like a fish-line and attempt is made to snare the snag.

Divers at Work.

The snag-boats also salvage or destroy wrecks in the open channel.

Divers recover valuable machinery and equipment from the wrecks which sink to extreme depths. The drag-chain is used to smash the buried hull.

If the wrecked vessels are in good condition the snag boats raise and float them to the nearest dry-dock. The owners are required to reimburse the Government for such aid. During periods when the boats would be idle otherwise, they assist private owners on a cost basis, recovering wrecked boats.

CUFF LINKS STOLEN FROM EUROPEAN.

PAWNED TO POLICE INFORMER.

Charged with stealing a pair of gold cuff links from Mr. H. R. Simpson, of 4, Torres Buildings, a Chinese was sentenced to six weeks' hard labour when he appeared before Mr. Whyte-Smith at Kowloon Magistrate's yesterday.

Detective-Sergeant Humphreys told the Magistrate that the defendant took the pair of links to be pawned, and the man to whom the articles were pawned happened to be a police informer. The transaction was delayed until the arrival of a detective.

The defendant explained that he found the links on the floor of Mr. Simpson's residence where his sister was employed as an amah. He was not aware that he was doing anything wrong.

The Magistrate passed sentence as stated above, and further ordered that \$4 found in defendant's possession be taken to redeem the links from the pawn-shop.

Jack Hylton, the British king of syncopated music, has been officially recognised by the Government of France. Word was sent to him recently that he has been made with appropriate decoration—an "Officier de l'Instruction Publique." This honour is usually given to professors or teachers for long or distinguished service in their professions. As far as it is known, this is the first official recognition of "Jazz"—an art which the French admire, but which eludes them. Hylton's periodical tours with his band on the Continent are always successful. Hitherto, however, he has only aimed to entertain his audiences. Now he will appear, in France at least, as an instructor of the public.



When a glass of AROSO SHERRY will make you feel so different?

Obtainable Everywhere.

Sole Distributors:

H. RUTTONJEE & SON, 15, Queen's Road C.

LATEST GRAMOPHONE RECORDS

are obtainable at

THE WING ON CO., LTD.

(Music Department).

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ATTRACTIVE Three Roomed FLAT in HUMPHREYS BUILDINGS, Kowloon. All Modern Conveniences. Also SHOP in NATHAN ROAD. Excellent Business Locality. Apply HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRIA BUILDINGS. [9800]

TO LET—One Furnished FLAT at 16, MACDONNELL ROAD. Apply to XAVIER BROS., LTD., Telephone 2316 or 2722. [711]

TO LET—From 1st OCTOBER, 1930, SECOND FLOOR, No. 2, OMBAY BUILDING (30, NATHAN ROAD) KOWLOON. Apply to CREDIT FOR L'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING. [9832]

GODOWN TO LET.

TO LET—GODOWN at DUNDAS STREET, Hongkong—Water Frontage and use of pier. Area, 90 ft. x 24 ft.—Apply Box 9301, c/o Hong Kong Daily Press. [9801]

APARTMENTS TO LET

TO LET—Bright, Airy, Living or Office ROOMS with All Modern Conveniences and lift in No. 7, DUNDAS STREET, RUTTONJEE BUILDING. Apply to H. RUTTONJEE & SON, 15, QUEEN'S ROAD CENTRAL. [9824]

FOR SALE.

CASTLE PEAK—WELL-CONSTRUCTED WOODEN BATHING SHED, in Best Part of Beach, with Chairs, Trestle-table, and Other Accessories. Price \$300. Immediate Possession. Owner leaving Colony. Address: Box 9847, c/o Hong Kong Daily Press. [9847]

CHRYSLER, FIVE SEATER TOURING CAR, in First-class Running Order. Owner leaving Colony. \$1,500. Trial Any Evening After 5.30.—Address: Box 9846, c/o Hong Kong Daily Press. [9846]

FOR SALE—CORONA Portable Typewriter. In Excellent Condition. Very Reasonable Price. Write for appointment to inspect same, Box No. 9831, c/o Hong Kong Daily Press. [9831]

HOUSE in Kowloon TONG TYPE 6A with 7,200 square feet Ground on MAIN ROAD—Apply Box No. 9801, c/o Hong Kong Daily Press. [9801]

BOARD WANTED.

YOUNG ENGLISHWOMAN, in Business, desires ROOM and FULL BOARD with English Family in KOWLOON. Terms Must be Moderate.—Address: Box 9848, c/o Hong Kong Daily Press. [9848]

WANTED.

WANTED to Buy Small HOUSE, Home, Kowloon Side, Flush System Essential. Any Cool and Quiet Residential Locality. Price and Particulars to Box 710, c/o Hong Kong Daily Press. [710]

WANTED to Buy General Electric REFRIGERATOR, Medium or Small Size, Must be in Perfect Working Order. Reasonable Price.—Particulars to Box 709, c/o Hong Kong Daily Press. [709]

WANTED.—UKULELE—Must be in Very Good Condition and Price Reasonable. Kindly send Particulars to Box No. 9830, c/o Hong Kong Daily Press. [9830]

DOMESTICS.

ADVERTISER, leaving Colony, can recommend COOK HOUSE COOLIE, and WASH AMAH, available End of October. Would take Positions Together or Separately.—Address: Box 9848, c/o Hong Kong Daily Press. [9848]

MISCELLANEOUS.

SAFE, Sure and Guaranteed Cure for Leprosy, Leucoderma, Patches, Marks, Eruptions, etc., in Four Weeks. Rs. 7/8—Per Week. Full Particulars of Treatment Free under Cover. Apply to: Post Box No. 11413, CALCUTTA (INDIA). [9749]

SHIRTS. SHIRTS. MESSRS. KOMOR & KOMOR announce that the representative of MESSRS. TOYO MURAKAMI, SHANGHAI, arrives about End of September. Date will be advertised. [707]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the prices given below—

SITUATIONS VACANT.

HOUSES AND APARTMENTS WANTED.

HOUSES AND APARTMENTS TO BE LET.

MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertiser's daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

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Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press" 11, The House Street, or P.O. Box 1.

Electrify your

Refrigerator—then forget it

All the year around you have a much colder refrigerator than you have ever known until now. Just install Kelvinator Electric Refrigeration in your refrigerator and it will keep itself cold.

Kelvinator maintains an intensely cold, dry temperature that helps to make foods better and keeps them longer. It is economical and relieves you of every inconvenience connected with old methods of refrigeration. Call or phone for complete information.

On view at
Hongkong Electric Showrooms,
Whiteaway, Leidlitz & Co.,
or at the
Sole Agents:
REISS, MASSEY & Co., Ltd., Showrooms,
MARGARET BAY BUILDING (1st Floor).

Kelvinator
The Oldest Domestic Electric Refrigeration

The Zone of KELVINATION

Kelvinator maintains a condition of dry, frosty cold that is constantly under 50 and above 40 degrees. This is the Zone of Kelvination. It is much colder than the average refrigerator.

In this intensely cold and dry air, food not only keeps fresh and sweet for days, but actually improves. Meats become mellow and acquire a delicious tenderness and flavor. Green salads and vegetables "crisp up" in a marvelous way. All perishable foodstuffs sweet, wholesome and inviting.



Meeting a Friend, his (or her) first glance is at your face your head. So how's your hat?

Nothing can make a worse impression than a hat. Even a new hat. Then the hatter's to blame, for he has considered the size of your head and has forgotten that you've a face to go with it.

We are not that sort of hatter. The hat we sell you will be rightly yours. We're interested in you not as a hat-rack, but as a man. Heads and faces constitute our little daily problems.

Let us demonstrate to you how well we solve them!

Mackintosh's

EVERYTHING *S.E.C.* ELECTRICAL

GECOPHONE

B.C. 3049. SCREEN GRID FOUR PORTABLE RECEIVER. CABINET MODEL, IN SOLID MAHOGANY.

An entirely new model incorporating the new "STORK" Loud Speaker movement and "HIFLUX" Transformer.

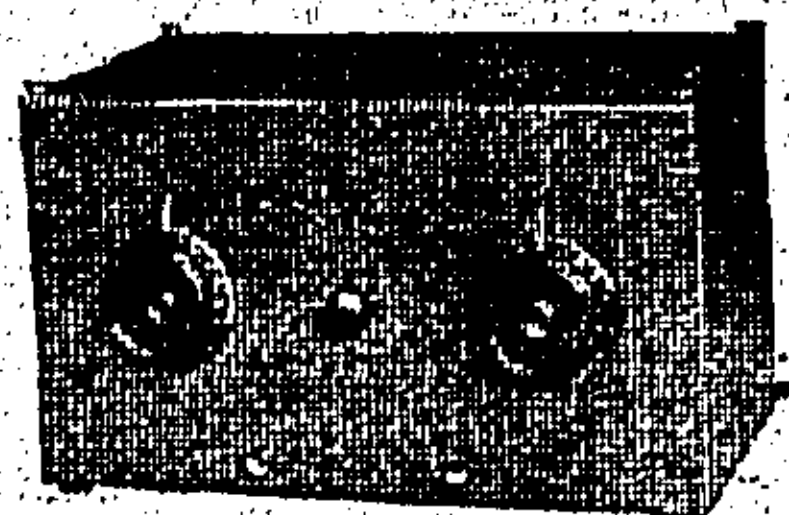
PRICE COMPLETE: £26.0.0



B.C. 3036. SCREEN GRID SHORT WAVE RECEIVER. THREE VALVE MODEL.

For wavelengths of approximately 14 to 100 metres. Metal case, finished dark brown crystalline enamel. Incorporates two tuning condensers with double spaced vanes. A potentiometer is fitted for varying the bias on the detector valve. A screen grid valve precedes the detector and this enables the set to oscillate easily on all wave bands irrespective of the length of the aerial; there are no "blind" spots. By using appropriate coils, this set may be used on ordinary broadcast wavelengths.

PRICE: £15.0.0.



TO LET.

Promptly 67 A. & B, DES VŒUX ROAD CENTRAL, DAVID HOUSE, Whole or Partly, Premises Now Occupied by FIAT Garage.

For particulars apply to

A. GOEKE & CO.

CORRESPONDENCE.

[For obvious reasons, the identity of his correspondents must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith. Correspondents who do not give this information will not see their letters in print.—Ed.]

WIRELESS GRIEVANCES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Listeners in the Colony owe a debt of gratitude to you for your leading article of Friday last on "Wireless Grievances" and for your offer to open your correspondence columns to those wishing to discuss the subject. Before going into critical detail of local wireless programmes, listeners have the right to ask for information on the following points.

You very justifiably say that there must be tremendous difficulties experienced by the two or three men who are responsible for the control of the inadequate local broadcasting apparatus. The hardship is even greater inside the studio itself, where one man—an electrical engineer—combines in his very full day's work the duties of programme, arranger, talent selector, announcer, studio artiste, and secretary, in addition to his technical work!

It is understood that the studio operation orders are dictated by the Hong Kong Broadcasting Committee. If this is so, could an authoritative statement be given as to the names and qualifications (technical, dramatic, musical, publicity, etc.) of the ladies and gentlemen on that Committee, and what system was adopted to ensure that their selection for this responsibility ensured that they definitely represented general opinion?

It would further be of interest to receive an assurance that they do actually discuss the standard of Z.B.W. programmes, whether they hear them from the studio end, or from their own receiving-sets.

One final question, Sir; what actually is the status of Z.B.W.? Is it a Government concern or not? (The provision from public funds of the new transmitting set would suggest the former to be the case.)—Yours, etc., ALL-BROW.

Hong Kong, September 15.

ARMS FOUND ON A WOMAN.

THREE CHINESE CHARGED.

The arrest of a Chinese woman who was found in possession of arms and ammunition at Connaught Road Central on Saturday afternoon led to the apprehension of two further Chinese. The three were brought before Mr. R. E. Lindsell at Central Magistrate's yesterday, when they were charged with the joint possession of a revolver and 44 rounds of ammunition.

Pleas of "Not guilty" were entered by all three defendants, the third of whom, one of the two male defendants, was legally represented by Mr. Horace Lo.

Detective-Sergeant Whelan said that the woman was arrested in Connaught Road Central with a parcel containing the arms. She pointed out the second accused, and intimated that he had given her the parcel to carry.

When approached, the second accused mentioned that the parcel had been handed to him by the third defendant when on board the a.s. "Tai Ping" (of the Barber, Wilhelmson Line). He was given some money to carry the parcel ashore.

At this stage, the Magistrate remarked that in such circumstances there was no case against the third defendant, who could not be convicted on the mere statement of the other man.

In reply, Sergeant Whelan pointed out that when charged the third defendant had replied: "I have nothing to say." If that statement could be taken as a denial of the charge, then he would agree that this defendant had no case to answer.

Hearing of the case was fixed for Thursday at 11 a.m., bail being fixed in the sum of \$5,000 for each defendant.

THE LAMBETH CONFERENCE.

SIGNIFICANCE OF THE BISHOPS' REPORT.

SERMON AT ST. JOHN'S CATHEDRAL.

The following is the first of a series of sermons on the Lambeth Conference, which was preached at St. John's Cathedral on Sunday by the Rev. H. V. Koop.

Rev. III. 6, 8. "He that hath an ear let him hear what the Spirit saith unto the churches." "Behold I have set before thee an open door."

The London papers containing the final report of the Lambeth Conference have begun to arrive in the Colony, and we have been reading them eagerly. It is a lengthy report consisting of a letter signed on behalf of the conference by the Archbishop of Canterbury, and seventy-five resolutions, not one of which is in any sense superfluous or vague. And it may be that many of our people will lack the opportunity or the determination to read the whole of it. I shall therefore try, this morning and next Sunday at the morning service and the following two or three Sundays in the evening, to pass on to you the substance and, as I see it, the significance of this great report.

Let us think first of the conference from which this report has come. We are accustomed to acknowledge leadership and authority in every other walk of life, in science, medicine, in Government and education; but here was a gathering of men concerned, by their calling, with eternal things; of men, not self-elected (need that be said) but chosen to be the spiritual leaders of their fellow men. An assembly (to quote the note at the end of the letter) gathered from all parts of the world, bringing to the process of deliberation, the manifold experience and knowledge "acquired under widely different conditions" in widely sundry fields of labour; an assembly of men, we might add, more deeply versed in the knowledge of human nature than perhaps any other group it would have been possible to collect. An assembly that began its work in prayer, carried it through with prayer and ended it in prayer.

If we can remember that it will put us in the right frame of mind to approach their conclusions. They were conscious of us during their deliberations. "We take this opportunity," the letter says, "of thanking from our hearts all those, both far and near, who have prayed God to give us His Spirit's present aid. We hope that the results of our work may bring encouragement and help to this great circle of intercessors even in remote parts of the earth." They were conscious of us; let us be conscious of them. If we are that, we shall not be content to give their resolutions mere superficial thought; we shall want to weigh them carefully; and that is why I cannot bring myself to deal with them in the course of a single sermon. It would be an insult to treat the vast labour of the conference in such a way. These are only first impressions.

What then is their message? It is summed up by the bishops themselves in one word—witness. "We have discovered one idea underlying all our long deliberations: it is the idea of witness. Our Lord Himself in his last recorded words laid this charge upon his church: 'Ye shall be witnesses unto me . . . unto the uttermost parts of the earth.' There comes into our mind the vision of the great succession of those who have borne this witness in past generations. They encompass, like a radiant cloud, each new generation, as it takes up the age-long testimony." Witness and opportunity for witness. "He that hath an ear let him hear what the Spirit saith unto the churches." "Behold I have set before thee an open door." Those are the words of scripture which keep recurring to my mind as I read this inspiring letter and the resolutions which follow.

Too often in the past the church or individual sections of it have barred the way to progress; they have seemed to put obstacles in the path and restraints on those who sought to venture out after new truth and practice. As one reads the story of the last four hundred years one can hear doors shutting on every hand. At the Reformation Rome shut her doors against England; in the evangelical revival the Church of England shut her doors on the Non-Conformists; in the 19th century many people shut the door against the High Churchmen. At different times during the last fifty years the doors have been shut on the scientist seeking after truth; on the doctor trying to solve the problems of overpopulation; on women struggling for her freedom; on youth impatient of tradition and wanting to make experiments; on fellow Christians because they worshipped God in a different way.

But to-day the doors stand open. The way to the reunion of Christian churches, about which we thought and prayed so much, lies clear ahead and more hopeful of attainment than ever before. The proposed scheme for reunion in South India has received the unanimous blessing of the bishops. "We rejoice," they write, "that one part of the Anglican Communion should be found ready to make this venture for a corporate union with certain non-episcopal churches. We feel that in a sense our brethren in South India are making this experiment on behalf of the whole body of the Anglican churches. They are our pioneers in this direction of the movement for unity." The door is open. Where pioneers lead, others in China, Africa and Japan may follow.

Secondly in the matter of family life and the responsibilities of parenthood, the door is open for a wise co-operation between the church and those who have dedicated their lives to the study of medicine. New light on these perplexing difficulties is not refused but welcomed. A door is opened wide whereby womanhood may bring its own peculiar and priceless gifts into the service of God's Kingdom; and finally another through which youth may pass to find not the old prejudices and discouragements but full scope for its enthusiasm and its spirit of adventure. "We would affirm that it is for the church to affirm its Christian witness in a way that will appeal to youth, and that youth will understand. It is our confident belief that when the church does that, then youth will make its own responsive witness in a fashion and on a scale beyond that which any previous generation has seen."

"He that hath an ear let him hear what the Spirit saith unto the churches." "Behold I have set before thee an open door." I think we have cause to thank God for the courage and wisdom of our leaders. Men are not converted by Encyclical Letters or conference resolutions; that comes through the witness of the individual Christian; but the great battles of God's Kingdom cannot be won by individuals; they will be won only by the whole body of God's Church. Ten years of service lie before that Church before the Bishops meet again and this is her commission. Too often she has been like a beleaguered city, locked within closed doors and gates. But now the doors are open and our leaders call us to take the field.

FOURTEEN MEN MISSING.

ONLY FOUR RESCUED FROM IBUKI MARU.

PICKED UP BY PASSING TRAWLERS?

After a message from the Royal Fleet Auxiliary Pearlleaf brought the reassuring news that all members of the crew of the Ibuki Maru which struck a reef on the north bank of the West Reef in Hainan Straits, were safe, another tale, a totally different one, has been brought to the local agents of the ill-fated vessel by four members of the crew to the effect that fourteen men are missing.

An official of Messrs. Horai & Co., the agents, stated that the Pearlleaf rescued only four men, the master, Capt. J. Takami, the mate, the engineer and the wireless operator. As regards the missing men, it was stated that they preferred to abandon the vessel and two days before the above-mentioned four were taken off by the Pearlleaf, they made a raft on which they set out. Up till now, no news has been received regarding their fate but several trawlers are still cruising in the vicinity of the mishap in the hope of picking them up.

The weather in that part is extremely rough at the present time, consequently fears are entertained for their safety. One consolation, however, is that the scene of the mishap is close to the fishing grounds so that there is a possibility of their having been picked up by passing trawlers.

It will be recalled that the Pearlleaf, which was in the vicinity, hurried to the scene in response to a wireless message and arrived at daylight on Saturday morning. Because of the rough weather prevailing, the Pearlleaf pumped oil on to the sea to assist in rescuing the men who remained on board the Ibuki Maru.

EUROPEAN WILLS.

ESTATE OF SIR HENRY WILKINSON.

Net personal estate in England to the value of £4,287 4s. 1d., and \$16,000 in Hong Kong was left by Sir William Henry Wilkinson, late Consul-General at Hankow, who died at "Deerpens," Bathampton, England, on March 31, 1930.

Re-sealing of certified copy of the will and codicil in respect of estate in the Colony has been granted to Mr. C. E. H. Beavis, of Messrs. Wilkinson & Grist, as attorney for Messrs. W. P. Moore, F. B. Archall and C. D. Wilkinson (executors) and Agnes Mary Lady Wilkinson (executrix).

Testator bequeaths to his widow absolutely and unconditionally his life policy of £3,000 and directs that the proceeds of another life policy for £200 with profits are to be invested for her benefit.

Shanghai Resident's Estate. Mr. Arthur Prestott Wood, formerly of Shanghai, and late of 80, FitzGeorge Avenue, Kensington, who died on February 21, 1930, left estate in Hong Kong worth \$18,200.

Net value of estate in Shanghai amounts to £4,000, or \$29,159 13s. 9d. Re-sealing of probate of the will has been granted to Mr. G. G. N. Tinsch, of Messrs. Johnson, Stokes & Master, as attorney for the executors.

Legacies are made in the will to the widow and children.

CROWN LAND SALES.

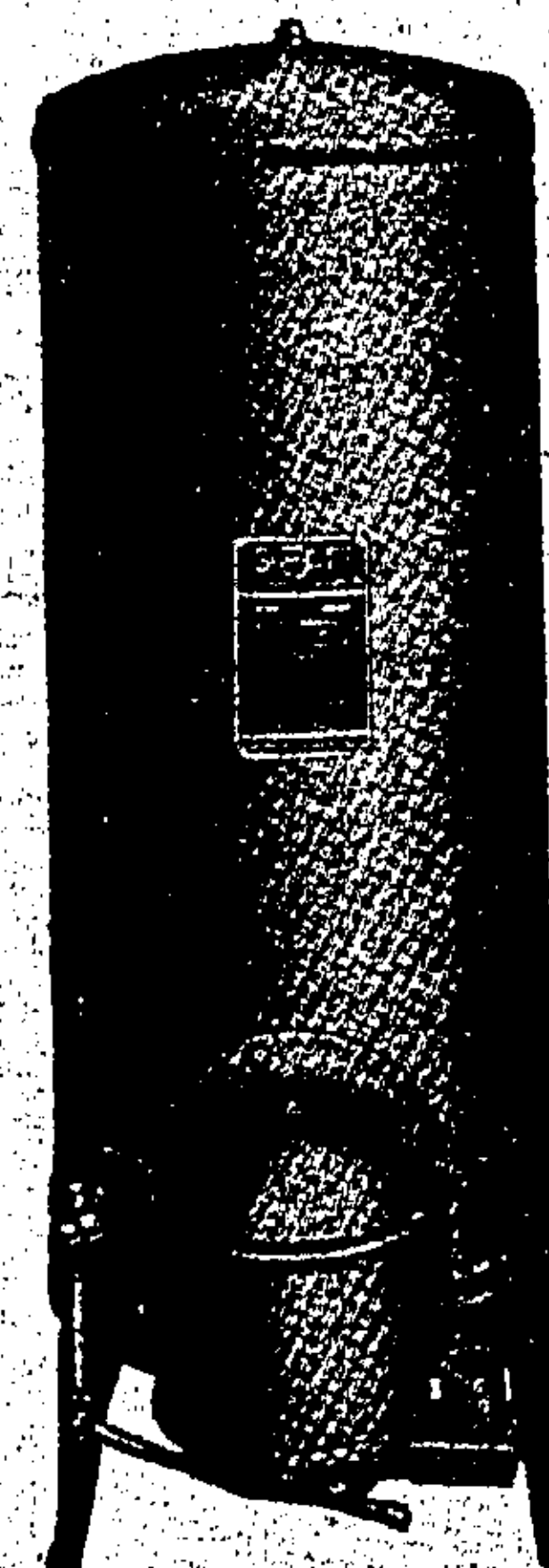
BRISK BIDDING YESTERDAY.

At the Crown Land Office yesterday, three lots of land were put up for sale. The first, I.L. 3088, situated at Wong Nei Cheong, was bought by Messrs. Lau Yau Kong and Pong Fo for \$18,600 (upset price \$13,125). It has an area of about 3,500 square feet and the annual rental is \$20.

Messrs. Fau Sung and Kong Woong were the purchasers of Kowloon Inland Lot 2330 for \$20,000. This has an area of 6,670 square feet with an annual rental of \$76. The upset price was \$11,673. The piece of land is at the junction of Tai Nan and Boundary Streets.

The third lot put up for sale was I.L. 3069 which adjoins I.L. 2853 at Wong Nei Cheong. It has an area of 8,150 square feet with an annual rental of \$48. The upset price of \$39,600 was brought to \$50,000 before Mr. Mak Ying Cheong became the purchaser.

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"SUNHOT"
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WATER HEATER
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HERE!



THIS IS THE NEW PRINCIPLE HEATER WITH LOW GAS CONSUMPTION WHICH PROVIDES HOT WATER TO ALL POINTS, SULLERY, WASH-HAND-BASIN, BATH, ETC., AT ALL TIMES OF THE DAY AND NIGHT.

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EXPLANATORY FOLDER WILL BE SENT ON REQUEST

HONG KONG & CHINA GAS CO., LTD.

TELEPHONE 20000.

SHOWROOMS AT WEST POINT, ICE HOUSE STREET, AND 246, NATHAN ROAD, KOWLOON.

MODERN MOTOR SHIPYARD IN KOWLOON.

HON. DR. KOTEWALL PERFORMS OPENING CEREMONY AT TO-KWA-WAN.

GENERAL MANAGER ON CHINA'S PLACE IN THE SHIPPING WORLD.

The South China Motor-Shipbuilding and Repairing Works, Limited, a new shipyard on Kowloon Bay, was officially opened yesterday by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D.

The aims of the shipyard were fully described by Mr. G. Brandt, the General Manager of the Company, whose speech is reproduced below. Mr. Brandt pointed out that there was vast scope for motor-shipbuilding in China, pointing out that China was a vast country with a long coastline, many rivers and innumerable seaports. She did a vast business with the outside world, but only possessed a very small fraction of the world's shipping.

Mr. Brandt further indicated that the new shipyard was to commence work almost immediately, and he expressed the hope that two new motor ships, to be built by this shipyard, will be launched in seven months time. The speaker said that these ships will be something new on the China Coast, promising the audience that they would see the latest inventions in shipbuilding embodied in these ships.

VISITORS INSPECT NEW MACHINERY.

In spite of the inclemency of the weather, there was a large gathering of Chinese and European business men at the opening ceremony. Visitors showed great interest in the yard and in the new electric motors that have been installed. The new shipyard, by the way, will be entirely operated by electricity.

The Chairman, Mr. Lim Hoi Lan, addressing the gathering, said—

On behalf of the directors and shareholders of the South China Motor Shipbuilding and Repairing Works I have much pleasure in welcoming you to this dockyard this afternoon, and in thanking Dr. Kotewall for his kindness in coming here to perform the opening ceremony in spite of the many calls upon his precious time. I am very sorry that the inclement weather has kept away many friends who had promised to be present.

When Captain Brandt informed me the day before yesterday that I should have to say a few words to welcome you all, I was surprised that he should have chosen me to perform such a pleasant duty, for there are several others who are better qualified for it than I am.

Up to the present time, my connection with ships and shipbuilding has been confined to a few voyages to the South Sea Islands and North China, and my experience has taught me that no matter how good and safe a ship may appear, it is always safer to remain on solid ground. However, I hope that my association with Captain Brandt will make me know more about ships, and help me to get rid of my distrust of the sea.

Captain Brandt is a typical old salt, although he does not smell of the sea. I believe no one can come into contact with him without sharing his enthusiasm for the development of shipping and shipbuilding in China. He is the life, and soul of the South China Motor Shipbuilding and Repairing Works, which was incorporated about three months ago. At that time it was the humble object of the promoters to build a much smaller shipyard on the adjoining lot, and gradually to enlarge it with their estimated profits. But when Captain Brandt came to know that the old Kwong Tak Cheong Shipyard was for sale, he could not resist the temptation to purchase it, especially when the selling price was so reasonable and the locality so good.

Ample Room for All.

A short time ago some one asked me whether this dockyard was established with the intention of competing with other dockyards managed by Britishers and Chinese, and I told him that nothing could have been farther from the minds of the promoters of the company. All those who are connected with shipping and shipbuilding know that there is ample room in China for many more dockyards specializing in motor shipbuilding and repair work. That there will be some kind of competition is only to be expected in this as in other kinds of business, but that will not do any harm to any one, for it is generally acknowledged to be true that healthy competition in anything is good for all concerned.

The South China Motor Shipbuilding and Repairing Works is truly an international company. The majority of subscribers are Chinese, the general manager is German, the yard manager is British, the bankers are Dutch as well as British, some of the clerks are Portuguese, and the Directors hope to number among their patrons some Americans, Japanese, Norwegians, Philipinos, Siamese, and people of other nationalities.

Captain Brandt has told me on several occasions that he thinks there is a bright future before this dockyard, at whose opening ceremony all of you have so kindly

assisted this afternoon, and I am inclined to believe that he is right. About a week ago, a Chinese gentleman who is an expert in geomanity told me that this shipyard has very good "fung-sui" and is therefore bound to be prosperous. Its front faces the open sea, with nothing to obstruct the view, and its back metaphorically speaking, leans against a hill. I sincerely wish that Captain Brandt's hope will be realised, and that the geoman's prophecy be fulfilled.

And now, Ladies and Gentlemen, I shall call upon Captain Brandt to say a few words to you.

Mr. Brandt On Shipping.

Speaking on shipbuilding and shipping in general, Mr. G. Brandt said—

We are celebrating here to-day the inauguration of this shipyard, and considering the fact that the purchase agreements of this property were signed only two months ago, and that this establishment is only in its preliminary state, I hope you will all have a good impression of it, and will also be indulgent enough not to expect any better at this stage of its infancy. Let us compare this shipyard with a newly constructed ship which even after her christening has much to be done to complete the trial trip. It is really not an easy task.

Ladies and Gentlemen, to establish a shipyard, and I can assure you that what little you see here costs us much patience, perseverance and pains-taking; but it is a great gratification to us to see, as a fruit of our work, this establishment worthy of the name shipyard—efficiency laid out in a preliminary state with all plans drawn, orders and enquiries prepared for further developments and everything so ready that, as I may say, it needs but the pressing of a button to set all plans working.

You cannot, surely, expect that an undertaking which is intended to last for generations, can be fully laid out and thoroughly organized in three months' time, especially at the present time of great inventions when we have to be very careful not to install such equipment which may soon have to be regarded as obsolete.

Details of the Works.

This shipyard has a total area of 222,000 square feet, of which 140,000 square feet are reclaimed, and 82,000 square feet are our marine rights with the depth of 24 feet at the low tide. This area cannot, surely, be regarded as very small. We can also make arrangements with the owners of the adjoining lot No. 88 which has an area of 145,000 square feet, whereby we can extend this establishment to a total area of 367,000 square feet in case of necessity in future; but we believe it is in the meantime amply sufficient, efficient and economical. It is not always necessary to have large shipyards, with enormous staff and overhead expenses. A small one can surely be also made efficient especially out here where most works are according to Chinese customs done, piece-meal by contractors.

It has been decided by the Board of Directors that the authorized capital of this limited Company shall be \$2,000,000 and the paid up capital \$1,500,000, for which prospectus will be issued in due course.

We have at present three building berths for ships up to 300 feet in length and two smaller ones for small craft; and, in addition to these we have decided to build four patent slipways for ships up to 325 feet in length and two fitting-out wharves of 200 feet in length each with a heavy lift crane and a small railway to run over the whole yard. It is, furthermore, contemplated to order out from Europe further machinery and plant, and everything in this shipyard will be driven by electricity, thus eliminating entirely with the use of steam and gasoline engines, and every machine will be driven separately.

To Commence Immediately.

This shipyard is, Ladies and Gentlemen, as I have already said, in its preliminary state, and you can see on a plan laid out in our drawing room how it has been decided to lay it out. We have to open it at its present stage because we have to start at once on some repair work, and we have also to prepare for the laying out of the keels of two motor ships and one motor launch for which orders have already been placed with us, and which will keep us busy from the beginning. We have also opened this yard so soon that you may see the present state in its infancy and admire its growth in six months hence, when we hope to have again the honour of your presence here to witness the double launchings of the two first motor ships which will, I assure you, be something new on the China coast, and in these ships you will see the latest inventions in shipbuilding.

We are also prepared to undertake any sort of repair work for Diesel engine motors and other repairs, and our able yard manager, Mr. Haslett, whom I expect many of you will have known during his ten years of work in this Colony, will attend to the building and repairs of steamers; we are, therefore, prepared and shall be pleased to receive inquiries and to submit tenders for new buildings as well as for repairs both for steam and motor vessels.

Growth of Shipping.

We are, indeed, living at a time of marvellous inventions, and what may appear as a dream to-day, may with the new inventions be realized to-morrow. Another point of interest is the fact that during the last twelve months the net increase of steam tonnage owned in the world was only 148,000, whereas the increase of the tonnage of motor ships within this period was 1,468,000 tons. It is especially in motor ships that I see a great future for China, because motor ships are more advantageous for short voyages and for longer delays in harbour, and as all such heavy expenses as upkeep of steam boilers and a large number of engine-room staff are eliminated, they are obviously far more economical.

It will also surely surprise you to know the incredible growth of the world's registered tonnage. It was in 1898 19,511,000 tons, in 1914 45,511,000 tons and in 1929 89,404,000 tons.

Out of this gross total tonnage, China owns only 240,000 tons which is only about a quarter of 1 per cent. of the world's tonnage. China ranks with Greece in possessing the most obsolete tonnage in the world. Greece has now, I am glad to say, made it a law that no one can buy steamers more than 25 years of age, and with a view for the re-organization of the national mercantile marine, and also to assist the ship owners to modernize their fleets, the National Bank and the Mortgage Bank have given pecuniary assistance to ship owners beginning with a loan amounting to \$20,000,000.

Danger of Subsidies.

I am not an absolute opponent of subsidies, especially for such services as the carrying of mails and the like, but, surely, everything should have a limit, and I regret to say that this limit has, in my opinion, already been overstepped by some mercantile actions to such an extent that it has reached the grade of the most unsound commercial world politics. I really foresee that the subsidies which some nations are paying to this extent will bring about a very dark future as already evident at the present dull time in consequence of the great overproduction of the world's tonnage for which these governments are solely responsible. I cannot see any economy in granting these subsidies, because to do so, it necessitates a great number of Government officials and staff and the cost of this will fall upon the population.

Furthermore, these subsidies are very detrimental to the limited companies, because, as they receive great financial support from the Government, their directors take their duties easy and lack energy in their endeavours for the better prosperity of the companies, and it is not hard to prophesy that this great overproduction of the world's tonnage will, in the near future, as is already evident in the present trade depression, be the cause of considerable loss, and it will consequently cause great suffering, and I am afraid the responsible government officials are not strong enough to shoulder the great responsibility.

China's Mercantile Fleet.

In China, however, the modernization of the mercantile marine must, in my opinion, be made by private enterprises, because the Chinese Government will not be able for some time to assist ship owners with subsidies or whatever I should call it. The average age of the present Chinese mercantile fleet is 34 years, and at least 50 per cent. of this Chinese-owned tonnage is ripe for scrapping. Taking this fact into consideration, it will be seen that the largest country in the world with a population of over 450,000,000, doing enormous import and export business and with its numerous harbours and rivers and considerable coast port trade, has only 1/8 of 1 per cent. of the world's tonnage. These figures speak for themselves, and no further comments are needed.

It will, therefore, be clearly seen that it is impossible for Chinese ship-owners to compete with the others, especially in view of the enormous running expenses in the upkeep and repair of steamers which leave them no profit whatsoever.

I may here say I have heard on many occasions that the owners of these ships are discontented and are inclined to put the blame of their non-profitable business on the shoulders of the Hong Kong Government Marine Surveyors. They are surely wrong, especially in their general opinion that the Harbour Master and the Government Marine Surveyor are over strict in their regulations. As we all know these authorities only put in force here such laws and regulations that have had most careful and mature consideration and approval of their Home Government in co-operation with other great shipping nations, and the only aim of these laws and regulations is to save life and valuable properties, and the result is obvious in the great diminution in the cases of marine accidents. I am frankly in favour of these laws and regulations; and, as long as I have the honour to be the general manager of this shipyard, I shall see that no ship built or repaired here will leave this shipyard without having fully complied with the international laws in general and of this Colony in particular. Surely I do not mean to be harsh on our own patrons, but I am sure that all will concur with me that well-built and well-repaired ships will, in the long run, give better satisfaction and better profits. With these words I hope that the Chinese ship-owners will see their mistake in their opinion against the local authorities who I myself always find very courteous in giving their kind and valued assistance and advice.

I hope also that the Chinese ship-owners and others will all come to the right conclusion that ships of high standard building and repair will always, in the long run, prove to be much more satisfactory and economical than those of cheap workmanship.

Shipbuilding and shipping are industries which contribute largely towards the prosperity of a country. I will, therefore, lay out this shipyard thoroughly efficiently and I hope it will, like a barometer, show better days for shipbuilding and shipping in China in general and for the country in particular.

Sound Organisation Required.

The organization of this shipyard can only be made step by step under careful management to thorough efficiency, and I can assure you that as far as lies in my power, I shall leave no stone unturned because I feel confident that where there is a really sound organization, European countries will never refuse co-operation, patronage and even financial support in case of need.

In conclusion, I wish and hope that the brighter mass of the Chinese population may still stick to their thousands of years old customs, but that they will listen to some western ideas. They should never invest and lose their hard-earned money on doubtful undertakings, but they should on the contrary liberally invest on undertakings on which depend the prosperity of their country and the happiness of its population. This undertaking is shipbuilding, and I hope the majority of the Chinese population will soon be more interested in shipping, and that they will see and appreciate how wonderful, profitable and easy it is. Ladies and Gentlemen, I now request you to take up your glasses and to drink to the prosperity of shipbuilding in China and shipping in general, and to long life and prosperity to the Republic of China.

Hon. Dr. Kotewall.

The Hon. Dr. Kotewall, speaking in Chinese, said that he esteemed it a great honour to have been asked to perform the opening ceremony of the shipyard. Though many of the guests had not yet had an opportunity of going round the works, he was sure that what they were going to see would be most interesting.

Dr. Kotewall went on to say that there was a great future for motor-shipbuilding in China. They had just heard from Captain Brandt that China's shipping was only one-fourth of the world's total tonnage; and that of this small number most of the boats were old and out-of-date. The tendency of present-day shipbuilding was to substitute motor vessels for steam vessels; and China, with her antiquated fleet, must, soon or late, acquire new boats, and the probability was that most of such boats would be motor-driven. There was, therefore, room for the South China Motor Shipbuilding Works, for their speciality was motor shipbuilding and repairing. Moreover, the shipyard was in a good situation and, according to Captain Brandt, modern machinery had been or would be installed, and the yard would be run economically. With such advantages the company should have a successful career.

Dr. Kotewall was glad to hear that the Company had already secured contracts for building two medium-sized motor boats and one motor launch besides repair work. He heartily congratulated the management and the members of the company on such a happy beginning, which he sincerely hoped, would be the prelude to a prosperous and ever-increasing business.

TRAFFIC SUMMONSES.

EUROPEANS FINED.

DRIVING CAR WITHOUT OWNER'S PERMISSION.

A number of traffic offenders were brought before Mr. T. S. Whyte-Smith yesterday at the Kowloon Magistracy and fines ranging from \$5 to \$20 were imposed.

Mr. R. J. Ribeiro, of 6, Knutsford Terrace, was charged with driving car No. 710 without the permission of its owner and also with driving without a licence.

Defendant pleaded guilty and stated that he knew the owner of the car, a Mr. Britto. He took the car away from the entrance of Y.M.C.A. and went for a ride thinking that the owner would not object. Defendant added that he had a learner's licence.

Sergeant F. J. Clarke told his Worship that the owner of the car, Mr. Britto, went to Macao for an operation and left the car in charge of a Mr. Lau, who left it at the Y.M.C.A. entrance. When he returned later he found it missing and reported to the police that the car had been stolen.

Defendant was fined \$20.

Failing to Report an Accident.

"I should have reported to the police immediately after the collision, but unfortunately my wife was ill and I had to hurry home," stated Mr. A. C. Jeffries, of 14, Somerset Road, when he was charged with failing to make a report to the police within a reasonable time after his car No. 193 had collided with bus 292 in Ma Tau Wai Road. Defendant added that he reported to the police three days after the accident.

Inspector Nicol told his Worship that the collision was not serious.

His Worship remarked that the minimum fine for such an offence was \$25 and as Inspector Nicol had said that the accident was not serious, he therefore imposed a fine of \$5.

Mr. R. Devaux, of the Far East Oxygen and Acetylene Co., was also fined \$5 for causing obstruction in Salisbury Road.

A TALL STORY.

MONEY TURNED INTO GRASS PAPER!

A Chinese was sentenced to three months' hard labour by Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday for the larceny of \$150.

Accused stated that he was entrusted with \$150 by his master in Hong Kong to pay *jokis* wages in Kowloon, but when he got to Kowloon he found that the money had turned into grass paper. He went to the Police Station to report the matter and when the police searched him they found \$150 in his right sock. He did not understand how that came about.

The Magistrate: Do you expect me to believe that by some supernatural means the notes turned into grass paper?

Accused: I cannot understand it all.

Inspector W. Russell told his Worship that the accused came to the Police Station and reported that he had been robbed of \$150. They became suspicious and searched him, when the money was found in his right sock.

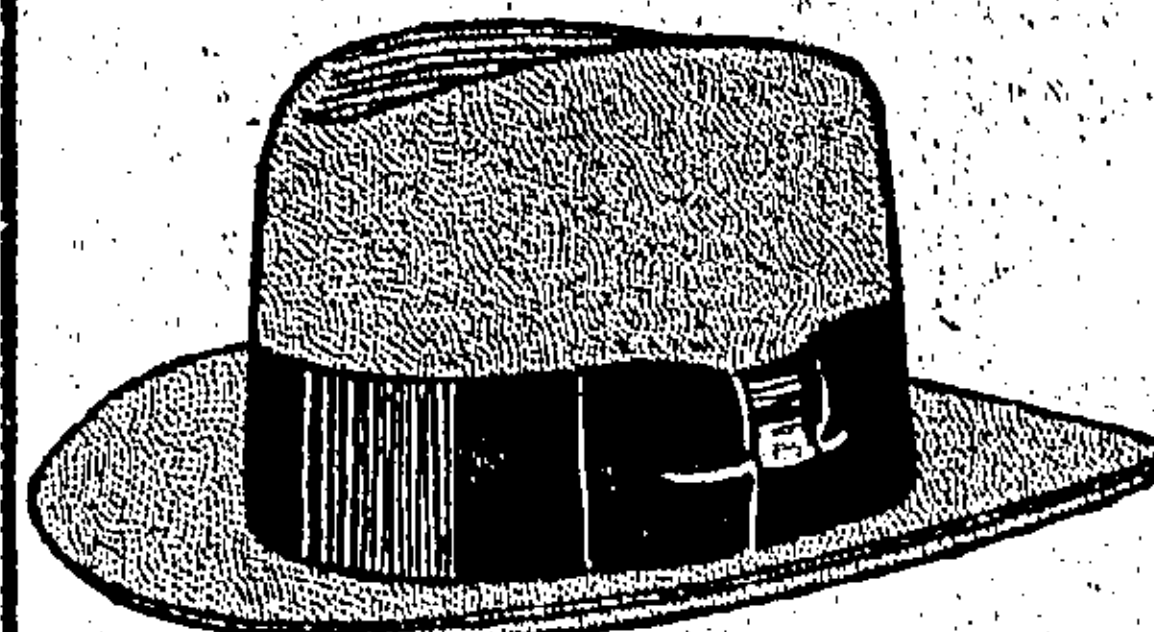
The theft of money and jewellery amounting to about \$1,650 at a residence on the Peak has been reported, the victim being Mrs. H. A. Taylor, wife of the Government Opium Analyst and Assistant Superintendent of Imports and Exports.

The theft was first discovered early on Sunday morning, when Mr. and Mrs. Taylor were returning to their home, No. 552, The Peak. Apparently, the theft took place between 8 p.m. on Saturday and 1 a.m. on Sunday. One of the drawers in the bedroom was unlocked and the money and jewellery were missing.

Although situated in a somewhat lonely spot at Mount Cameron, the house in the past has been safe from burglars because of the presence of a number of Asiatic hounds owned by Mr. Taylor, and it would appear that the theft had been committed by someone who was known to the dogs.

POWELL'S

10, Ice House Street.



When you see a better Hat you will find Glyn's have made it.

Glyn's are one of the Pioneers in the making of Soft Felt Hats, and during nearly a century of Hat Making have brought the Pure Soft Fur Hat to perfection.

Call and let us demonstrate this to you.

Price from \$19.50

(Other Qualities \$12.50, \$15.50.)

Less 10% Discount for Cash.

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HAND BAGS

in "Crocodile" and various leathers with Zipp Fasteners.

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in Tweed and Wool also with or with the Zipp.

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for Afternoon Wear In Moire and a variety of Silks.

HAND BAGS

for Evening Wear Tinsel-Diamante-Silk in all Colours.

Lane, Crawford, Ltd.

Ladies' Department.

NEW ADVERTISEMENTS

NOTICE.
HONG KONG WATER SUPPLY.
IT IS HEREBY NOTIFIED that Commencing on TUESDAY, 16th INSTANT, A CONSTANT SUPPLY will be maintained through the RIDER MAINS in the District WEST of EASTERN STREET.
HAROLD T. CRESAY,
Water Authority.
PUBLIC WORKS DEPARTMENT
Hong Kong, 15th Sept., 1930. [6851]

TO-MORROW

THE KOWLOON RESIDENTS' ASSOCIATION
ANNOUNCE THE
LAST PUBLIC BAND CONCERT
OF THE SEASON
AT THE
KOWLOON FOOTBALL CLUB
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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.20 p.m., stated:—
The anti-cyclone remains to the north-east of Hokkaido; the typhoon is probably slowly crossing Hainan in a N.N.W. or N.W. track.
Local Forecast:—N.E. winds, fresh; cloudy generally; rain.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate General from the Manila Observatory:—
Manila, September 15, 11.15 a.m.—Typhoon in about 110 deg. Long. E. and 19 deg. Lat. N., inclining northward.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
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The Daily Press.

HONG KONG, SEPTEMBER 16, 1930.

PERIPATETIC POLITICS.

News from the North regarding the new "Government" established in Peiping by the Left Wing of the Kuomintang indicates that the possibility is fully recognised of a hasty change of programme becoming necessary. If all goes well—from the Northerners' point of view—the seat of government will be transferred to Nanking from Peiping. If all goes well from the Nanking viewpoint, the Northerners will not remain in Peiping, but will shift their political headquarters and administrative machinery to some more safe and suitable spot. According to report various setbacks and defeats in the field made it evident that a moveable seat of government had many advantages. Naturally, nobody really enjoys being "on the run," but there was a feeling among the Northerners that the new "Government" might have to be moved almost before it had got into proper working order. Consequently, plans were made whereby administrative machinery could be swiftly set up elsewhere should it become necessary, for any reason, to abandon Peiping.

As a matter of fact, the old Imperial capital is not looked upon by the Northerners as a suitable place wherein to establish national administrative machinery. There are both sentimental and practical reasons for their dislike. Peiping—or Peking—was for so many years the centre of political power that it is regarded by the more revolutionary Republicans as having a malevolent influence even now upon those who live within or about its walls. On the other hand, military men regard Peiping's established Imperialist atmosphere as an incentive to seize control of the city. They argue that he who holds Peiping holds the key to predominant political power. That is a fanciful idea, of course, of no practical value, yet even the politicians of Nanking have a scarcely concealed sentimental attachment for the Northern city, though just now they have nothing but hatred and contempt for the men in whose hands it happens to be. Geographically, Peiping is not well placed to be the administrative centre of the great Republic, and if the Northerners should prove successful in their struggle with the South, it is their expressed intention to establish themselves in Nanking. But they also have other plans to meet other circumstances should they arise.

It is understood that if the fortunes of war go seriously against the Northerners, and to remain in Peiping becomes impolitic, the newly-formed State Council will not be dissolved, but will simply change its quarters. One argument advanced in favour of its active retention is that a Northern Government forms the definite nucleus of that Opposition which must always exist in any active and healthy political community, but which the Nanking

Government refuses to recognise, or even to tolerate. Even though it have but little authority at home, and no recognition abroad, this Northern Government (to its supporters' argue) gives China a central point upon which legitimate political activities can be focussed until such time as the "ins" and "outs" change their respective places. This being the accepted theory among the Northern party, it will be realised how important it is—from their point of view—that their political machinery be so constructed as to permit of rapid removal rather than destruction. Hence reports that, in the event of the Peiping climate becoming unhealthy, the State Council and all the recently-appointed Ministers will remove to a more remote and therefore safer spot. Sianfu, the capital of Shensi, is believed to be the most likely site for the Northern camp should it be necessary to evacuate Peiping. Sianfu was for many years the capital of China, and it is in so remote a position that the Northerners are confident of being able to hold it indefinitely against all the forces that their enemies could send against it. But have they forgotten that difficulties of approach caused by absence of railways and roads do not worry an airman?

THE TARIFF TRUCE.

In his address at Geneva—reported in recent cable messages—the President of the Board of Trade displayed an optimism which must be the envy of many. Mr. GRAHAM hopes for economic disarmament between nations just as others hope for naval and military disarmament. The day will come—it must come—but the progress made has fallen far short of the hopes of those advocating these great strides along the path of civilisation. In many ways the conference held last spring was a disappointment. Those who had been optimistic enough to believe that the nations of Europe were ready to live up to the resolutions of the 1927 Economic Conference, and call a definite halt in the tendency to tariff increases, were too sanguine.

A partial truce was agreed to for a period of twelve months as from April 1, 1930, but as it is open for ratification any time up to November, 1930, i.e., five months before the Convention expires, States which ratify late will be bound for a very short time. Those which are bound undertake, though with various reservations, not to increase their tariffs within the specified period. An editorial writer in *Headway*, the organ of the League of Nations Union, declared that not much importance can be attached to this time-limited and exception-ridden pledge. More important and more generally signed is a protocol providing for continued action pointing to further tariff limitations. That represents the object for which the President of the British Board of Trade in particular has been working. The Tariff Truce, such as it might be and for whatever period it was to be concluded, was designed merely to give a breathing-space in which more scientific and more far-reaching limitations of tariffs might be negotiated.

That work will go forward, and will be based on the new recognised principle that tariffs are a matter of international concern, and that nations can no longer in decency refuse even to discuss them on the ground that they are domestic affairs pure and simple. Legality, of course, every State remains free to do what it likes in the matter of its own tariffs, but it is a considerable gain to have established the principle that individual States, being members of a society of States, have a duty to one another when instruments so double-edged in their efforts as tariffs are under consideration. If only a first step has been taken, at any rate it is a first step which promises to open the way for a second. Fortunately nothing ever ends at Geneva, in the sense that an unfinished task can always be picked up again and carried a stage further towards completion.

★ News and Views ★

The crossing of the Dardanelles and of the Bosphorus is a popular display of strength and skill aimed at by the more ambitious swimmers in the world. That the distance is not very great is of little importance; what matters are the force currents which are so difficult to overcome. This was realised recently by American students, who, taking advantage of their stay in Turkey, attempted to renew Leander's famous exploits: only four out of twenty-four proved able to swim across the Dardanelles. While swimming has, by the vicinity of the sea, been imposed at Istanbul upon men as a natural athletic sport, bathing, especially mixed bathing, has become during these past few years a social phenomenon of increasing importance. Not only are the different classes of society becoming accustomed to the sea and to its health-giving qualities, but the closer intercourse of mixed bathing brings Moslem men and women into a different relation to each other from any existing before the war.

The President of the Japanese Upper House, Prince Tokugawa Iyasato, has arrived at Geneva for a week's visit. He called on Sir Eric Drummond, Secretary General of the League of Nations, and the director of the International Labour Bureau, Mr. Thomas.

The Civil Service Commissioners in London have now assigned posts to the women who recently passed the examination for executive positions on equal terms with men. Seventeen were first declared successful but places have been offered to 21. Nine have been appointed to the Estate Duty Office, two to the Insurance Department, Ministry of Health, seven to the Inland Revenue Department (five to the Special Commissioners and two to the Registrar of Joint Stock Companies and Controller of Stamps), one to the Ministry of Labour and two to the Department of Overseas Trade. Somerset House took 15 out of the 21 successful women. These women, who have prospects of £800 a year, come from the public schools. More than 350 women competed and 440 men.

A committee of the Textile strikers at Lille has accepted the conciliation proposals presented by the Minister of Labour, M. Laval. A general meeting of the strikers will take place and it is thought that the committee will secure the adoption of the offers for conciliation which are equivalent to a settlement of the strikers.

A plea for a franker relationship between parents and their children was made by the Bishop of Winchester to delegates, to the World Conference of the Mothers' Union, who made a pilgrimage to the home of Mary Summers, founder of the Union. Parents, declared the Bishop, should not shirk giving advice to children on sex questions.

★ Local Notes and Events ★

The total output of the Kailan Mining Administration's mines for the week ended August 30, amounted to 108,334 tons, and the sales during the period to 111,268 tons.

The usual weekly whist drive is being held this (Tuesday) evening at the Cheero Club, City Hall, commencing promptly at 9 p.m. All Service men are cordially invited.

It is notified by the Water Authority that, commencing to-day, a constant supply of water will be maintained through the rider mains in the districts west of Eastern Street.

The polo match between Headquarters and Civilians in the K.O.V.L. Cup competition, which was scheduled to be decided yesterday, was postponed because of the wet weather. It will be played off to-morrow, and it is hoped to hold the finals on Friday, weather permitting.

An attempt by a young Chinese woman living at 135, Temple Street, Yumutai, to commit suicide is mentioned in a police report. She is alleged to have jumped into the street from the first floor. The woman was badly injured and is now lying in the Kwong Wah Hospital in a serious condition.

The s.s. Kong Ning, which struck a rock in the West River last Tuesday and had to be beached as a result, has now returned to port and is undergoing repairs at the Dock. Shortly after the salvage party which had been sent up had arrived on the scene, the Kong Ning was refloated and the journey back was commenced. She arrived here on Sunday morning and proceeded straight to dock.

Brighton Watch Committee are considering a revision of the scale of taxicab fares. Visitors complain of the present charge of 1s. 4d. a mile and compare it with only 9d. a mile in London, where there are also 6d. fares. It is pointed out that while a London taxicab driver can pick up a fare in the street the Brighton man must wait on the rank. A Brighton driver said:—"The general depression and the decreased spending power of visitors are hitting us terribly. If fares are reduced things will be worse. Many of us remain on the rank for a day and perhaps get one job."

M. Lautier Under Secretary of State for Fine Arts has sent to Madame Mistral, widow of the great Provençal poet, the cross of the Legion of Honour.

A husband's 48-hour search in a snow storm on the mountain Clot-des-Cavales, near Lyons, for his young wife, whom he lost during a climb, ended the next morning in the discovery of her body. The couple, M. and Mme. van de Velde, Paris, were overtaken by the storm while ascending a peak 3,844ft. high. Mme. van de Velde insisted on going on a little way to find a shelter. Her husband waited on a ledge, but his wife never returned. Two hours later he followed the direction she had taken, and next morning he stumbled across her body lying where she had fallen, overcome by cold and fatigue.

An old blind man named Murphy, who for years has had a stand with his dog at the entrance to Crewe station, was recently charged with abusive conduct. The superintendent of the police had nothing to say in extenuation of Murphy's offence. "It is beer, beer, beer, with him," declared the Court official, "and if you could stick a pin in him alcohol would ooze out from him." On promising to leave the town he was discharged.

Two further books have been banned in the Irish Free State, under the Censorship of Publications Act. This brings the total number of books banned to date up to 17. The first list of books placed on the index was published only two months ago. The prohibition orders, issued against the English weekly newspapers, the *People* and the *Empire News*, have been revoked, as the Minister for Justice has received assurances from the proprietors that in future an unduly large proportion of space will not be given to the publication of matter relating to crime.

Altogether \$15,000 worth of cocaine, concealed in tins carefully hidden in a consignment of porcelain tiles, has been seized by Calcutta Customs officers. The officers recently found a large quantity of cocaine in tins of preserved fruit on a Japanese cargo-boat. It is thought that in the second seized cargo the tiles had been specially manufactured as receptacles for tins of contraband. Calcutta Customs officers believe they have evidence of a conspiracy hatched in Japan for the distribution of cocaine in British Malaya and Burma.

★ Local Notes and Events ★

Playing monkey cost: Tyler Brooke cracked ribs when he invaded Norma Shearer's apartment in "The Divorcee," her new Metro-Goldwyn-Mayer starring vehicle, which will open on Friday at the Queen's Theatre. Brooke, imitating both monkey and organ-grinder, tripped and fell, the organ landing on top, injuring his ribs so that he required hospital treatment.

Looking Back 25 Years.

Yesterday afternoon His Excellency the Governor entertained the children of the soldiers of the Garrison, with their parents at Mountain Lodge. Games were indulged in, races were run, and suitable refreshments were provided for all. Each child also received a memento of the occasion, and both young and old seemed to appreciate the ample arrangements made for their enjoyment. — *Hong Kong Daily Press*, Sept. 16, 1905.

Looking Back 50 Years.

"If the people of the Colony are content to pay fairly for an efficient fire-brigade it seems to us to savour somewhat of impertinence for the Secretary of State to refuse their reasonable request. Truly the Crown Colonies are sadly over-governed; they are forced, on the one hand, to pay extravagant sums for what is of no benefit to them, and, on the other, they are not allowed to spend a few thousand dollars to provide the means of safety from devastating fires. Happy are those Colonies the people whereof have some control over the money their energy and industry produce, and who are not obliged to submit to every whim an caprice of an eccentric Secretary of State or of a Governor bristling with crochets, or schemes for his own glorification." — *Hong Kong Daily Press*, Sept. 16, 1880.

JAPAN'S STUDY OF LONDON PACT.

QUESTIONING OF MINISTERS COMPLETED.

[THROUGH REUTER'S AGENCY.]

Tokyo, Sept. 15.

Upon the adjournment to-day of the eleventh meeting of the Privy Council's Examination Committee charged with a preliminary study of the London Treaty, it is understood that the Committee completed their questioning of Mr. Hamaguchi, Baron Shidehara and Admiral Takarabe concerning the Naval Pact.

The Committee meets again on the 17th inst., presumably to draft the recommendations for the entire Council.

Throughout the series of meetings, which began on August 18, the Committee's "grilling" of the members of the Cabinet has frequently evoked bitter controversy, the Ministers defending and the members of the Committee attacking the Treaty.

The questioning has covered a wide range, but the thorniest point has been the constitutional question whether the Cabinet possesses the right to make decisions affecting the navy's peace strength without the consent of the Navy General Staff.

Although rumours that the Committee would recommend the rejection of the Treaty or that the Cabinet's downfall was impending over the Treaty issue, have frequently been published in the newspapers, these are discounted in authoritative quarters, where it is believed that the Council eventually will advise the Emperor to ratify the Treaty possibly before October.

PRESIDENT OF SUN YAT SEN UNIVERSITY.

[FROM OUR OWN CORRESPONDENT.]

Canton, Sept. 15.

Dr. Tai Chi Tuo, President of the Sun Yat Sen University in Canton, tendered his resignation to Nanking, declaring that he is too busy with other affairs, and his resignation has been accepted, and Mr. Chu Chia Hua, Vice-President of the University, has been promoted to the post.

Mr. Chu left Shanghai last Saturday for Canton to assume his new post.

KWANGSI LEADERS SURRENDER.

PROVIDED "TRAVELLING EXPENSES" FURNISHED.

A Wuchow report states that rumours are current there that Li Tsung Jen, Wong Shih Hung and Pei Chung Hsi, the leaders of the Kwangsi troops, have offered to surrender. The Kwangsi troops are said to be no longer willing to fight due to their wages not having been paid and to the shortage of ammunition.

Realizing the futility of holding out against the Cantonese troops which are in a much better position in point of finance and ammunition, the Kwangsi leaders are said to have dispatched a delegate to interview General Chen Tsai Tong, offering to surrender. They promised to hand over their troops and then go abroad, provided the Canton Government gives them a certain sum of money for their "travelling expenses."

General Chen Tsai Tong is considering their request and has wired the Nanking Government asking for instructions.

It is understood that a new provincial government in Kwangsi is expected to be inaugurated in the near future. Yang Yuan Kung has been appointed acting chairman.

"REDS" IN FLIGHT.

CHANGSHA NO LONGER IN DANGER.

In a telegram to the Nanking Central Government dated the 14th instant, General Ho Chien reported that the Communist troops, which have been menacing Changsha, have been driven off and that they have fled to Chentou-shih with his troops in pursuit.

According to information gathered by Government aeroplanes from Hankow, the Communists are moving towards Kiangsi via Liling.

General Ho has ordered six aeroplanes from Shanghai for the purpose of suppressing the Communists and bandits.

BRITAIN'S WAR DEBT TO AMERICA.

REVIVAL OF EFFORT TO OBTAIN REDUCTION.

[REUTER'S AMERICAN SERVICE.]

Washington, Sept. 14.

A political sensation has suddenly arisen owing to the fact that Sir Warren Fisher and Mr. Thomas Jones, the Deputy Secretary to the British Cabinet, have been conferring for several days with State Department officials.

The belief is prevalent in Government circles that Great Britain is about to inaugurate an intensive European drive for the wholesale reduction of war debts, and that Mr. Ramsay MacDonald is seeking to acquire political prestige at home, in attempting to do what previous British Governments have failed to accomplish, namely, to secure a reduction of the British debt to the United States.

The story goes that Sir Warren Fisher and Mr. Jones have been in New York for several weeks as the guests of Mr. Houghton, the former U.S. Ambassador to London, where they discussed debt reduction secretly with the principal bankers.

[THROUGH REUTER'S AGENCY.]

Merely a Private Visit.

London, Sept. 15.

It is authoritatively declared in London that Sir Warren Fisher's visit to the United States is of a purely private nature.

American Report Emphatically Denied.

Geneva, Sept. 15.

British delegation circles emphatically deny the American report that the British Government is endeavouring to secure a revision of the Debt Agreement.

The Debt Funding Commission fixed the total British debt repayable to America at G.84,504,128,085, of which G.84,128,085 was to be repaid at once in cash and the balance funded at 3 per cent. for 10 years, and 3½ per cent. thereafter, until redeemed by the operation of an accumulative sinking fund of ½ per cent. in 62 years. Interest is payable on June 15 and December 15 each year, at the rate of 3½ per cent. for the first ten years, and 4 per cent. thereafter, to include the sinking fund.

AUSTRALIAN AIRMAN AT SINGAPORE.

LANDS IN SWAMP NEAR SINGAPORE AERODROME.

[THROUGH REUTER'S AGENCY.]

Singapore, Sept. 14.

The Australian airman Cunningham, who left Wyndham, West Australia, on August 5, on a flight to England, and was reported a month ago as having had trouble in landing in the Dutch East Indies, has resumed his effort.

After experiencing magnetic trouble, he again took off from Batavia, but was forced to land in a swamp within easy reach of the Royal Air Force aerodrome here. He had previously discovered a petrol leak, but kept on until the engine stopped.

The machine was damaged, but Cunningham was not injured.

INDIAN PEACE PROPOSALS.

UNINTENTIONAL ERROR BY PEACEMAKERS.

[THROUGH REUTER'S AGENCY.]

Simla, Sept. 14.

The Viceroy has sent a letter to Sir Tej Bahadur Sapru and Mr. Jayakar, regretting the references to confidential conversations and the publication of notes which His Excellency had not seen or approved of, in connexion with the attempt to get the Congress leaders to put an end to the civil disobedience movement, which, as reported on September 3, was a failure owing to the impossible demands of the other side.

The Viceroy specifically denies the suggestion that the Government of India might entertain proposals for a partial repudiation of the public debt, but admits that the peacemakers made an unintentional error in this matter. He generally pays a tribute to their services.

CESSATION OF TARIFF WARFARE.

INTERNATIONAL NOTE IN ECONOMIC RELATIONS.

[BRITISH WIRELESS SERVICE.]

Rugby, Sept. 14.

Addressing the League Assembly at Geneva yesterday Mr. William Graham, President of the Board of Trade, referred to the tariff conference held early this year.

The Convention suggested by the conference pledges its signatories against any increase of tariffs before April, 1931, and Mr. Graham announced that the British Government had decided to ratify it, and he urged other nations to do the same before November, when negotiations between the States for further tariff reductions would begin.

Eighteen countries have signed the Convention, and 23 have signed the protocol for further negotiations.

Mr. Graham urged upon the Assembly the need for economic disarmament and the cessation of tariff warfare. "We have to sound an international note in economic relations," he said.

World-wide Trade Depression.

Referring to world-wide trade depression, Mr. Graham said that the danger of the moment was that all nations in these economic straits turned forthwith to the protection of their own industries as a remedy. The lessons of the world conference of 1927, which was called not indeed for Free Trade but for freer trade, were forgotten.

Politicians yielded to the insistent demands of industry and commerce for protection. Though a tariff truce conference was held, early this year the agreement that resulted from it fell far short of the hopes of those who had advocated the conference most warmly. Nevertheless, the Convention pledging the signatories against any increase of their tariffs before April, 1931, had its value and the British Government had decided to ratify it. More important, however, were the coming negotiations aiming at general tariff reductions, which would begin in the early autumn and would, it was hoped, yield results early next year.

Problem of World Restoration.

All this, Mr. Graham maintained, was part of the dominating problem of world restoration. He refused to believe that any contribution toward that restoration could be made by restrictive tariffs which, while they might give temporary stimulus to certain industries, could in the long run only retard recovery.

NATIONAL RAILWAY WEEK IN ENGLAND.

GENERAL DAWES TRIBUTES BRITISH GENIUS.

[BRITISH WIRELESS SERVICE.]

Rugby, Sept. 14.

Speaking at the opening in Liverpool yesterday of the National Railway Week, held to celebrate the centenary of the first passenger railway in the world, which ran between Liverpool and Manchester, General Dawes, the American Ambassador, said: "Great as have been the beneficial changes in the life of Great Britain which the railroad has wrought, the debt of distant countries to this achievement of British genius is even greater than that of the British people themselves."

That first railway, he added, had become a model for world imitation and had opened a new era for humanity in which both the needs of mankind and the means of supplying them were immensely diversified and multiplied.

The celebrations include a remarkable exhibition of the earliest experiment, in steam traction and a pageant on the largest open-air stage ever erected in Britain, showing the development of transport from the earliest times.

AMERICA CUP RACE.

U.S. PRESS AND PUBLIC REGRET DEFEAT.

[REUTER'S AMERICAN SERVICE.]

Newport (R.I.), Sept. 14.

The Enterprise is now a 5 to 1 favourite as the result of her first victory, but American yachting circles, besides the Press and public, are deeply disappointed with Saturday's race, as the weather afforded no fair trial of the respective merits of the challenger and defender.

H.K. YACHT CLUB AND SHAMROCK V.

INTERCHANGE OF TELEGRAMS WITH SIR T. LIPTON.

The following telegram was sent to Sir Thomas Lipton on Saturday by the Royal Hong Kong Yacht Club:—

Best wishes—Commodore and members Royal Hong Kong Yacht Club.

The following reply has been received:—

Newport, R.I.—Warmest thanks good wishes—Lipton.

PANIC AT POLISH POLITICAL MEETING.

POLICE DRAW SWORDS ON CROWD.

[THROUGH REUTER'S AGENCY.]

Warsaw, Sept. 14.

As a political meeting of about 1,500 adherents of the Left and Centre parties was leaving the gardens, where the meeting was held, a hand grenade was thrown and revolvers were fired, as a result of which two persons were killed and 11 wounded, including five policemen.

A panic ensued, many persons being trampled upon, particularly when mounted police charged the crowd with drawn swords.

DUTCH SOCIALISTS' DEMONSTRATION.

PROTEST AGAINST NAVAL BILL.

[THROUGH REUTER'S AGENCY.]

Amsterdam, Sept. 14.

Notwithstanding rain and thunder, the Dutch Socialist Party held huge demonstrations in Amsterdam and Rotterdam, in which deputations from all over the country participated, as a protest against the Government's Naval Bill, which provides for a construction programme extending over ten years, and involving an expenditure of £10,000,000.

The demonstrators also advocated State pensions, eight hours' work a day, pay during holidays and insurance of workers.

REBEL PROPAGANDA IN NORTH ANNAM.

MOB ATTACKS NAVAL MEN AND MILITIA.

[THROUGH REUTER'S AGENCY.]

Paris, Sept. 14.

A detachment of the Foreign Legion has been despatched to the Thanhhuong region, in North Annam, in consequence of persistent rebel propaganda.

It is officially reported that rioters attacked the naval men and militia, who fired, causing ten casualties.

EARTHQUAKE SHOCK IN GREECE.

HOUSES IN VILLAGES COLLAPSE.

[THROUGH REUTER'S AGENCY.]

Athens, Sept. 14.

Several houses in the village of Sophike and Almire have collapsed owing to an earthquake shock.

CITY OF TACOMA'S PACIFIC FLIGHT.

BATTLING WITH ADVERSE CONDITIONS.

[THROUGH REUTER'S AGENCY.]

Tokyo, Sept. 15.

Mr. Harold Bromley, the airman, and his partner, Mr. Gatty, who yesterday set out on an attempt to cross the Pacific, have turned back and landed at the village of Shiratsuka, near Cape Shiriya.

Lands Fifty Miles from Starting Point.

The point where they landed is 50 miles north of Samishiro, whence they started out on their trans-Pacific attempt yesterday morning.

The fliers are reported to be unhurt.

Although very meagre details are available in Tokyo, it appears that the plane the City of Tacoma, turned back late on Sunday afternoon after passing Cape Lopatka, the aviators being convinced that it would be futile to make the attempt in a battle with fog, rain and adverse winds.

GREAT WEST ROAD HIGHWAYMAN.

SUSPECT DETAINED IN SOUTHAMPTON.

Following three robberies by an armed motorist from premises on the Great West Road, incidents have occurred which resulted in a man being detained by the Southampton police.

At Hounslow a motorist was hailed by a well-dressed man, who asked for a lift on the pretext that his car had broken down. His request had scarcely been granted before he produced a revolver and ordered the motorist to get out. As he drove away the alleged thief said, "Good-bye, you will find your car at Southampton this morning."

The motorist told the police, who telephoned to Southampton, with the result that the car was recovered and a man detained on suspicion.

Scotland Yard officers left for Southampton to question the man. Earlier in the day Mr. Stephen West, proprietor of a garage at North Warnborough, near Odham, had an exciting adventure with a motorist, who, after being supplied with petrol and oil, pointed a revolver at him. Mr. West closed with the man and succeeded in wrenching the revolver from his grasp. He then ordered the man out of the garage and telephoned to the local police, but before help arrived the stranger had driven away. Mr. West gave a description of the man, who was about 25 years of age, and also the number of the car. The revolver had eight chambers and contained seven live cartridges.

PARIS FASHIONS.

AMERICANS ACCUSED OF PLAGIARISM.

Acting upon the demand of the "Association pour la Defense des Arts Plastiques" a police raid was made upon the premises occupied by Mrs. Davis and Mrs. Oliver, both Americans, who are alleged to have been engaged in the business of supplying American dressmaking houses with copies and sketches of new models brought out by the leading French firms. The association, to which all these firms belong, declares that the practice is fraudulent and is an infringement of copyright.

Both ladies protest that they only purchased sketches which were openly on sale, but a fashion artist whose flat was also raided is said to have declared that she habitually accompanied Mrs. Davis to dressmaking establishments, and surreptitiously took notes, on cards concealed in her bag, of dresses which were being shown to Mrs. Davis. The latter posed as a protective customer, and afterwards worked up these notes into completed sketches.

At the flat of Mrs. Davis, several thousands of these sketches were found, marked with the name of the firms from whose models they were taken, and during the raid another artist called to deliver her work. A large number of similar sketches were found at the flat of Mrs. Oliver, together with envelopes addressed to the American houses to which they were being sent, and also a code for secret correspondence and the addresses of a dozen fashion artists who worked for her. It is stated that books seized show that this lady made a profit of £400 a month out of the business.

FASCISTS' FANTASTIC ELECTORAL SUCCESSES.

TREMENDOUS SENSATION THROUGHOUT GERMANY.

TEUTON NEWSPAPERS STAGGERED.

[THROUGH REUTER'S AGENCY.]

Berlin, Sept. 14.

The end of the election campaign was marked by rioting in the capital and provinces.

The most serious encounter occurred in Berlin yesterday evening, when large crowds of Communists assembled at their headquarters in Bulow Square.

Communists Fire Upon Nationalists.

Several lorries containing National-Socialists passed and were fired upon by the Communists, one Hitlerite being killed and several wounded.

The police with the greatest difficulty cleared the square.

A dozen Hitlerites were seriously injured in other parts of the city by bottles of hydrochloric acid hurled at them.

There was a total of 200 arrests in all parts of Berlin.

As a result of similar clashes, five persons were wounded at Munster, six at Hanau, and seven at Aix-la-Chapelle.

President Hindenburg Votes Early.

President von Hindenburg was one of the earliest voters in the general election.

The German delegation to Geneva journeyed to Loernach to vote.

Special polling stations were established in the hospitals for the benefit of the doctors and nurses.

Urn into which the patients dropped their voting papers were carried along the wards.

Four Hundred Arrests in Berlin.

LATER.

Two persons were killed and a number injured in Berlin in the course of small outbreaks, but the police were able to cope with the disturbances.

Altogether 400 persons were arrested in Berlin last night and today, but most were released later.

Extremists Gain Ground.

An accurate survey of the voting situation is unlikely before midnight.

However, the first results of the election have produced a general impression that the National-Socialists (Hitler's extremists) are gaining ground, as large increases of their supporters are recorded in several constituencies.

Almost all the other parties are losing; the Social-Democrats only slightly, and the Communists holding their own, while the Centrists are gaining slightly.

LATER.

The extremists, namely, the National-Socialists (Fascists) and Communists have swept the board at the elections.

Eighty-five per cent. of the electors polled, and every 60,000 polled means one seat in the Reichstag.

The state of the Parties, with the possibility of only slight changes, is as follows:—

Social Democrats	138
National-Socialists	103
Centre	75
Communists	75
German Nationalists	40
Others	91

Germany's Political Life Confused.

The election has brought complete political confusion into Germany's political life. The sweeping victories for the National-Socialists create an unprecedented situation.

The new Reichstag will have over 200 Deputies representing the National-Socialists, German Nationalists and Communists, and their opponents will be the Middle Parties, who will have to form a coalition against the extremists if Germany is to be saved.

Both the Fascists and Communists have proclaimed their contempt for Parliamentarism, and the new Reichstag is likely to result in a stalemate or in violence.

Rise of the Fascists.

The amazing thing about the rise of the Fascists is that it has been achieved in the teeth of the hostility of practically the entire Press of the country, for the Fascists possess only a few papers of their own, but the party's active propaganda among the masses and its slogan of "Down with everything Republican" galvanised the working classes and the middle classes.

The Fascists do not favour a Monarchy, but a Dictatorship on Mussolini lines.

Distribution of Seats.

Berlin, Sept. 15.

The distribution of seats in the new Reichstag, according to the latest calculation, is as follows:—

Socialists	143
Fascists	107
Communists	76
Centrists	68
German Nationalists	47
People's Party	29
State Party (which absorbed the Democrats)	20
Economic Party	19
Bavarian People's Party	18
Landvolk	13
Business Party	3
Landbund	3
Others	21

German Press Staggered.

The newspapers to-day admit that they are staggered by the Fascist successes. They consider that the only possible check to the onslaught of the reactionaries is by the Middle Parties combining with the Socialists, and thus give a combination majority of 321 against the 224 Fascists, Communists and German Nationalists.

Fascists' Fantastic Successes Create Sensation.

LATER.

The almost fantastic electoral successes of the Fascists have caused a tremendous sensation throughout Germany. The fact that the official party estimate of 60 seats in the Reichstag has been so overwhelmingly exceeded is due to the popularity of the party's programme, including a quasi-Fascist Dictatorship, purging Germany from foreign and racial influences, particularly Jewish, and the suppression of landlordism as practised by the big German landowners.

In spite of the deadly hostility of the Communists towards the Fascists, it is expected that the Communists will throw in their weight with the Fascists in the event of the Social Democrats forming a Government.

Official circles emphasise that such a coalition would guarantee adherence to the Brüning Government's foreign policy.

The Hitlerites have already announced their willingness to join the Government on condition that they get the portfolios of Defence and Interior, and also that the Prussian Diet be dissolved, and that new Prussian elections be held, after which National-Socialists should be appointed Prussian Minister of the Interior and Police President of Berlin. These conditions, which are regarded as unacceptable, would mean the giving to the Fascists control of the army and police, and enabling them to carry out their object of overthrowing the Republic and establishing a Dictatorship.

Two piracies were reported in the Chinese Press last week. The Chinese steamer Yung Ning, on the Ningpo-Taichow service, was pirated at a place known as Shih-tang at about 1 a.m. last Sunday when everything of value on the vessel was taken and 50 of her passengers were kidnapped by the marauders and held for ransom. On the same morning, the steamer Wutung, on the Wuhankang service, was pirated at Tikong and more than 85,000 worth of property taken.

Sports News

Hong Kong at Play.

SPORTS NOTES AND COMMENTS.

[By "BROADCASTER"]

It is gratifying to note that the Hon. Inspector General of Police will take steps, as soon as it is possible to do so, to secure a swimming bath for the Police and members of the Prison Department. The aquatic sports held on Saturday for members of these two bodies was a great success but from a swimmer's point of view, it was also a failure. The good entries, the keen competition, the large number of spectators, the orderliness with which everything was carried out, spoke volumes for the hard working committee and was a just reward for their efforts. What was wanting, however, was quality among the competitors.

Given proper facilities, these men, some of whom have the makings of great swimmers, divers and water polo players, would give a race to the best in the Colony. As it was, they were in a class by themselves. The water polo exhibition was a mere scramble the long plunge event produced none who could cover more than fifty feet. In this and in many other ways the absence of training of any kind made, itself evident. The hundred yards championship was a good race, but the winner took 73 seconds to do the distance, this being 12 seconds behind the championship time and only three seconds ahead of the time taken by a youngster a fortnight ago.

These are some of the reasons why a swimming tank is badly needed. In addition to making good swimmers of policemen and others connected with police work, it will enable more to take up life saving lessons and, I daresay, will make this healthy force even more robust. I hope the I.G.P. succeeds in his application.

The various aquatic championships will be brought to an end by the first week of October and then all the talk will be on the Harbour Race. Both Johnstone and Cooke are here, but it is not known definitely whether either will start. Gittins and Lawrence, who are now the short distance champions, may have a shot at the event, but candidly I do not think either will do the trick even though Cooke and Johnstone may stay away. Roza Pereira, who figured rather poorly last year, may come along and spring a surprise. This youngster has a beautiful easy stroke, and if he should strike a straight course on a day when he is in form, let the others look out.

Last year there were a good number of entrants from the Services and there is every reason to think that this year the entries will once again be gratifying. It is a long time since a service man won the race and it will be interesting to see how they will fare this year. There are some very sturdy swimmers amongst the Somersets and the entries from this regiment should provide plenty of interest.

The Filipino boys created something of a surprise by beating the formidable Kisoora outfit when they met in the baseball league over the week-end. For the winners Joe Bowen pitched a rattling good game, and added to that the Phillies were on their toes right through the seven innings while the "K" fielders were rather slack, with the result that they made several bad errors especially in the sixth and seventh innings when the Filipinos made four and five runs, respectively.

The tie between Texas and South China which was scheduled to be decided on Sunday was a wash-out; the heavy rains simply did not allow of play. This will be played off later in the season, perhaps during mid-week, and the Chinese should find no difficulty in winning.

What, with winter approaching, the Hong Kong Boxing Association is preparing for another season (Continued on next column.)

PING PONG LEAGUE.

DRAW FOR LADIES' AND MEN'S COMPETITION.

"We have received the draw for the Men's Singles Competition from the Hon. Secretary of the Hong Kong Ping Pong League. All matches are scheduled to start at 7.30 p.m. each day."

Sept. 15:—
Fok Ying Cheung v. Yuen Wah Cheuk, Fukien Athletic Assn.

Sept. 19:—
S. A. Bumjahn v. Lee Hon Kee, Chinese Catholic Club.
F. Grosse v. Lee Koon Lan, Chinese Catholic Club.

Sept. 21:—
Tsang Ying Fook v. Cheng Kwok Wing, Kang To School.

The draw for the ladies' competition follows. All matches in this section will be played at the South China A.A. (Ladies' Section), 6th floor, China Building:—

Sept. 18:—
Mrs. K. Gonzalez v. Miss Lai Chui Wan, 7 p.m.

Miss Ko Lai Ngok v. Miss Yu Hung Kwan, 8.30 p.m.

Sept. 20:—
Miss Wong Oi Lan v. Miss Lai Chui Wan, 7 p.m.

Mrs. K. Gonzalez v. Wong Shui Lan, 8.30 p.m.

Sept. 21:—
Miss Chu Kau San v. Miss Lai Chui Ying, 7 p.m.

Miss Yu Man Sang v. Miss Yeung Wai Bun, 8.30 p.m.

Sept. 23:—
Miss Lo Kit Hing v. Miss Wong Yuen Lan, 7 p.m.

Mrs. C. Atienza v. Miss Chu Kau San, 8.30 p.m.

Sept. 27:—
Miss Lai Chui Ying v. Miss Yu Man Sang, 7 p.m.

Mrs. C. Atienza v. Miss Lo Kit Hing, 8.30 p.m.

Sept. 28:—
Miss Wong Oi Lan v. Miss Yu Hung Kwan, 7 p.m.

Miss Ko Lai Ngok v. Mrs. K. Gonzalez, 8.30 p.m.

Sept. 30:—
Miss Wong Shui Lan v. Miss Lai Chui Wan, 7 p.m.

Mrs. K. Gonzalez v. Miss Yu Hung Kwan, 8.30 p.m.

U.S. BASEBALL RESULTS.

[REUTERS' AMERICAN SERVICE.]

New York, Sept. 14.
The following are the results of the baseball matches played in the National and American Leagues to-day:—

National League.

New York 6 Pittsburgh 8
New York 3 Pittsburgh 7
Brooklyn 5 Cincinnati 9
Boston 2 St. Louis 3
Boston 7 St. Louis 4

American League.

Detroit 3 New York 10
Cleveland 1 Philadelphia 7
Chicago 2 Washington 1

and I believe their annual general meeting will be coming off in the very near future. There are some very good fighters out here at the moment and everything points towards a very fine series of tournaments during the season. The best known newcomer is perhaps A. B. Dobson of H.M.S. Medway. He has a very good record behind him, one of his best wins being over Benny Sharkey at Newcastle. It will be recalled that Sharkey recently beat the world famous Teddy Baldock who was to have fought Al Brown for the world's bantam weight championship.

Fight fans will be interested to learn that Jock Creighton has left the service and is at present in Shanghai where he is fighting under the management of W. A. Morgan. I understand he is ready to come down to this port to fight any corner provided sufficient notice is given him and the inducements are O.K. It would be a good drawing card if he was matched against Ewin again. There are a bunch of good fighters on the Cumberland while there are no less than five top-notchers on the Berwick, including Percy Lake the present lightweight champion and belt holder, so that if the feet does come down here for any considerable length of time during the winter, there ought to be very many good fights in store for all followers of the noble art.

ENGLISH LEAGUE TEAMS.

PROSPECTS FOR COMING SEASON.

The following comment upon this season's homestead football teams gives some interesting details of personalities and prospects:—

CRYSTAL PALACE.

Although Crystal Palace fell far below expectations last season, when they descended seven places in the Third Division League table, the management has not become panic-stricken, and has made few alterations in the team for the approaching campaign. Only four additions have been made to the ranks, for it is felt that the team which came so near to winning promotion the previous year is capable of much better results.

The newcomers are Dickens, a full-back from Darlaston; Frost, a half-back from the Arsenal; Miles, a dashing centre-forward from Cardiff City; and Willcockson, a winger from Crittall's Athletic, an Essex works team in the Spartan League.

Defensive errors played a prominent part in the poor record of the team, but a pleasing sign was the recovery of form by Crilly, the left-back, in the later matches. Both Charlton and he had played below form, but with their confidence restored, either would make a capital partner for Wetherby and form a stout protection for Callender.

Frost, a right-half back from the Arsenal, will make a strong challenge for the wing position, although it is probable that the customary trio—Hamilton, Wilde and Greener—will form the intermediate trio at the start.

There will be little alteration in the forward line, which was responsible for 81 goals last season, but Miles should prove a capable understudy for Simpson should the occasion arise. Several attractive offers for that centre-forward have been refused, for it is hoped that he will eclipse his total of 38 goals and materially assist in taking the team back into the Second Division.

Resolution Needed.

To achieve this ambition, the team will have to produce much better form on their opponents' grounds. Last year only three matches were won away from home and but 13 points gained out of a possible 42, and this is not good enough for promotion candidates.

Although playing cleverly, the team lacked fire and determination when hard pressed by a dashing opposition, and lost points that would have been won with greater resolution.

To win a League championship, it is necessary to obtain a large percentage of away points, and, for this reason, I do not think that the Palace will emulate the performance of Plymouth Argyle. It is almost certain that they will make a bold showing and secure a place among the leading teams, but the championship will most likely evade their grasp. The players at Selhurst Park are:—

NAME	BIRTHPLACE	Pan.	Hgt.	Wgt.
Callender	Prudhoe	G.	6 0	12 0
Imrie	Fife	G.	6 1	13 0
Crilly	Stockton	R.B.	5 9	11 7
Wetherby	Worcester	R.B.	5 10	12 0
Charlton	Little	L.B.	5 9	11 10
Legg	Swindon	L.B.	5 10½	11 8
Dickens	Hetton-le-Hole	R.H.B.	5 11½	12 0
Wilde	Lyndhurst	C.H.B.	6 0	12 6
Greener	Birtley	L.H.R.	5 10	11 4
Rivers	Walbottle	L.H.B.	5 11	12 0
Swan	Newcastle	L.H.B.	5 9½	11 2
Barrie	Fife	C.H.B.	6 0	11 9
Frost	Oakenhaw	R.H.B.	5 9	10 11
Harry	Kingston	O.R.	5 6	11 2
Turner	Tipton	I.R.	5 6	11 4
Simpson	Leith	C.F.	5 9	11 10
Clarke	Mansfield	O.L.	5 9	11 8
Fishlock	Battersea	O.L.	5 10½	11 8
Havelock	Hartlepool	C.F.	5 10½	11 9
Charlesworth	Newcastle	O.R.	5 10	12 0
Butler	Abertoun	I.L.	5 9	11 3
Miles	Rhondda	C.F.	5 9	10 7
Willcockson	London	I.F.	5 9½	11 0

FOOTBALL MATCH CONTROL.

REFEREES' AND LINESMEN'S ASSOCIATION.

CODE OF SIGNALS.

The newly-formed association for the exclusive membership of referees and linesmen on the Football League list is ready to launch its big "offensive" for the improvement of match control. This body has been formed as a result of conferences in London, Birmingham, and Manchester held with a view to securing closer co-operation between match officials in carrying out their duties on the field of play, and a uniform policy in controlling league matches has now been approved by the members, who will comprise the fifty referees of the principal list, thirty on the supplementary list and the 388 linesmen.

The association is under the presidency of Mr. W. F. Bunnell, of Preston, Cup-final referee in 1927, who is also president of the Lancashire and Preston Referees' Associations. Mr. T. Crew, of Leicester, this year's Cup-final referee, is honorary secretary and treasurer; three other famous referees are vice-presidents, and there is a council of sixteen referees representing the whole of the country.

Corner Kicks.

At the conferences Mr. Crew made numerous proposals, chief of which was that when a corner kick is taken one of the linesmen should stand on the goal line close to the goal, but this proposal failed to carry. The association has issued to its members a list of 23 approved suggestions emanating from the conferences, and these will constitute the uniform system of match control which in itself represents one of the most important developments in Association football in recent seasons. One of the principal decisions is that the diagonal system of positioning on the field of play shall be maintained by the referee and linesmen, and another innovation is that where the ball has gone out for a corner kick the appropriate linesman should signal it, then walk to the corner flag and, after seeing that the ball has been properly placed, position himself up to the halfway line, the other linesman meanwhile advancing to the corner flag or as ordered by the referee, who is to take up a position near the goal post when corner kicks are taken.

Hand Signals.

In all cases where a linesman requires to call the attention of the referee he must use the flag and must signal most distinctly by raising it as high as possible. It is also laid down that the referee must always keep the ball in view, especially when goal kicks are taken, and signal with the hand instead of sounding the whistle for obvious cases of goal kicks or corner kicks.

Linesmen are advised not to retrieve the ball when it has been kicked out into touch, and to refrain from signalling an infringement when a player interfered with recovery and is able to proceed to the advantage of his own side. It is also pointed out that it is not competent for a referee to order any player to fetch the ball in the event of a player in a fit of temper kicking the ball away after a decision has been given, but that "the referee" may sternly advise him of the seriousness of his action, which may lead to a caution or being sent off the field.

"Keep Out of Board-Rooms!"

Referees and linesmen are advised not to enter club board-rooms unless invited by the officials, also that on the field of play they should be constantly watching each other in order to be aware of one another's intentions and instructions, and that it should be clearly understood before the start of a game that if the appointed referee is absent or unable to complete the game through injury the senior linesman should take charge.

The Football League have been asked to instruct the clubs to provide clean white flags of standard size for the use of linesmen, to instruct the clubs to carry out the rules with regard to the payment of fees of match officials in the officials' dressing-room, and to give facilities for referees to report upon promising linesmen as occasion arises. The Football League have consented to these three requests.

SIR HORACE SMITH-DORRIEN'S DEATH.

JURY AND HIGH HEDGES AT CROSS-ROADS.

DRIVERS EXONERATED.

A recommendation that the authority concerned be requested to have the high hedges at the scene of the accident cut down to level with the bank so as to open up the view at the spot to all road-users was added to their verdict of accidental death by the jury at the inquest at Chippenham on General Sir Horace Smith-Dorrien. Sir Horace received fatal injuries when the car in which he was riding was involved in a collision and overturned.

The jury added that no blame was attached to either of the drivers of the cars, and also recommended that the road authorities should take all necessary steps to fix warning signs for the guidance of motorists travelling on by-roads leading into main roads at least 25 yards from the junction.

Colonel Rex Hamilton Osborne, of the Southern Command Staff, living at Cradwell Court, Malvern, was sitting with the General when the accident took place on the driving of the car from his wife at Biddesdon, so that the General, who was accompanying them, could talk to her. He had never driven on that particular road before.

Car Turned Over.

"When we came to some cross-roads," continued Colonel Osborne, "I asked my wife which way to go, but I did not hear her reply. I pulled up to look at a signpost and I decided to cross the road. I saw nothing, and formed the opinion that the roads were clear. The next thing I know was seeing a car coming from the left, toward me. I was then toward the middle of the cross-roads and tried to escape by swerving to the right and accelerating, but my car was struck, and turned over on its side into the green verge."

The Coroner: The only person who was hurt was the General. My wife was also hurt, but not seriously.

Did you blow the horn before crossing?—Yes, more than once. And you heard no horn in reply?—No.

Replying to the foreman of the jury, Colonel Osborne said that the hedge was high at the place where the accident happened and seriously obscured the view of the road to the left.

Mr. Reginald Godwin Reason, the driver of the other car, said that he was a teacher employed by the Birmingham Education Committee and lived in Wheelers Lane, King's Heath, Birmingham. At the time of the collision he was driving a ten horse-power touring-car from Yatton Keynell towards Chippenham. His two small children were in the front with him, and his wife and sister with another small child were in the back.

Horn Sounded.

"At the cross-roads," continued Mr. Reason, "I slowed down and sounded my horn. Almost immediately I saw another car coming along the Biddesdon Road. It appeared to be coming faster than I was. I expected it would slow up as well. I did not observe any change of speed and immediately applied my brakes. We could not miss, however, and the cars came into contact. The other car appeared to brush across the front of mine, dragging me to the left slightly. I then swerved off across the back and the other car turned on its side."

The Coroner: Was anybody hurt in your car?—My boy was the most seriously hurt, with a cut on his forehead. My wife and sister had slight cuts.

Replying to Mr. L. Herrick Collins, who appeared on his behalf, Mr. Reason said he was in no hurry at the time, but was dawdling along enjoying the ride. He was quite familiar with the road, and had been driving since 1922 without any previous accident. There was no time to avoid the collision. He heard no horn sounded.

Police Constable Callen said that the hedge was very high at the corner of the cross-roads, and a motorist was virtually blind to the traffic on the cross-roads until he reached the corner.

Cross-Roads Dangers.

The Coroner, summing up, said it was only when distinguished people met with accidents that the authorities took very much notice of inquiries of that nature. He was continually holding inquiries into collisions at cross-roads, and there was probably nothing more dangerous in motoring than the crossing of a main road. It was clear that the outstanding cause of such collisions was the want of

(Continued on next column.)

RADIO CONCERT.

PROGRAMME BROADCAST FROM Z.B.V.

There was much variety in the programme presented at the studio concert last evening. Besides the short sketch presented by the Studio Players, a band of versatile artists who prefer their names not to be known, there were violin solos by Mr. M. Dorenovsky and vocal numbers by Mr. H. Anniss.

"A Matter of Policy," a short sketch, written by Gordon Phillips, deals with a husband's efforts to turn down the seemingly tempting offers from an oily tongued insurance agent. There was much wit in the fifteen minutes entertainment, and those who paid any attention to the sketch should by this time have learned enough tricks to discourage any agent.

The songs by Mr. H. Anniss, tenor, came through very clearly indeed, and many "listeners in" would undoubtedly like to hear more from this vocalist.

Mr. Anniss sang: Ailsa Mine, Beloved is Morn (Aylward) If I Built a World for You (Lehman), Pluck This Little Flower (Landon Ronald) and Sincerity (Clarke). The best items of the evening perhaps were the violin solos by Mons. Dorenovsky, and local violinists must have found much to enthuse over the selections played by Mons. Dorenovsky, who is one of the leading violinists in the Colony.

The selections played by him were: Tango (Albeniz-Dashkin), Loure (Bach), Melodie (Tshnikowsky) and Tambourin (Leclair-Kreisler).

warnings in the way of signs or signposts and the failure to view the traffic coming across a motorist turning into main roads.

Expressions of sympathy with Lady Smith-Dorrien and her family were made by the jury and on behalf of Colonel Osborne and Mr. Reason.

Mr. G. W. Finch, solicitor, acknowledged the sympathy on behalf of Lady Smith-Dorrien, and said it was the greatest satisfaction to know that the collision was purely an accident and that no one was to blame.

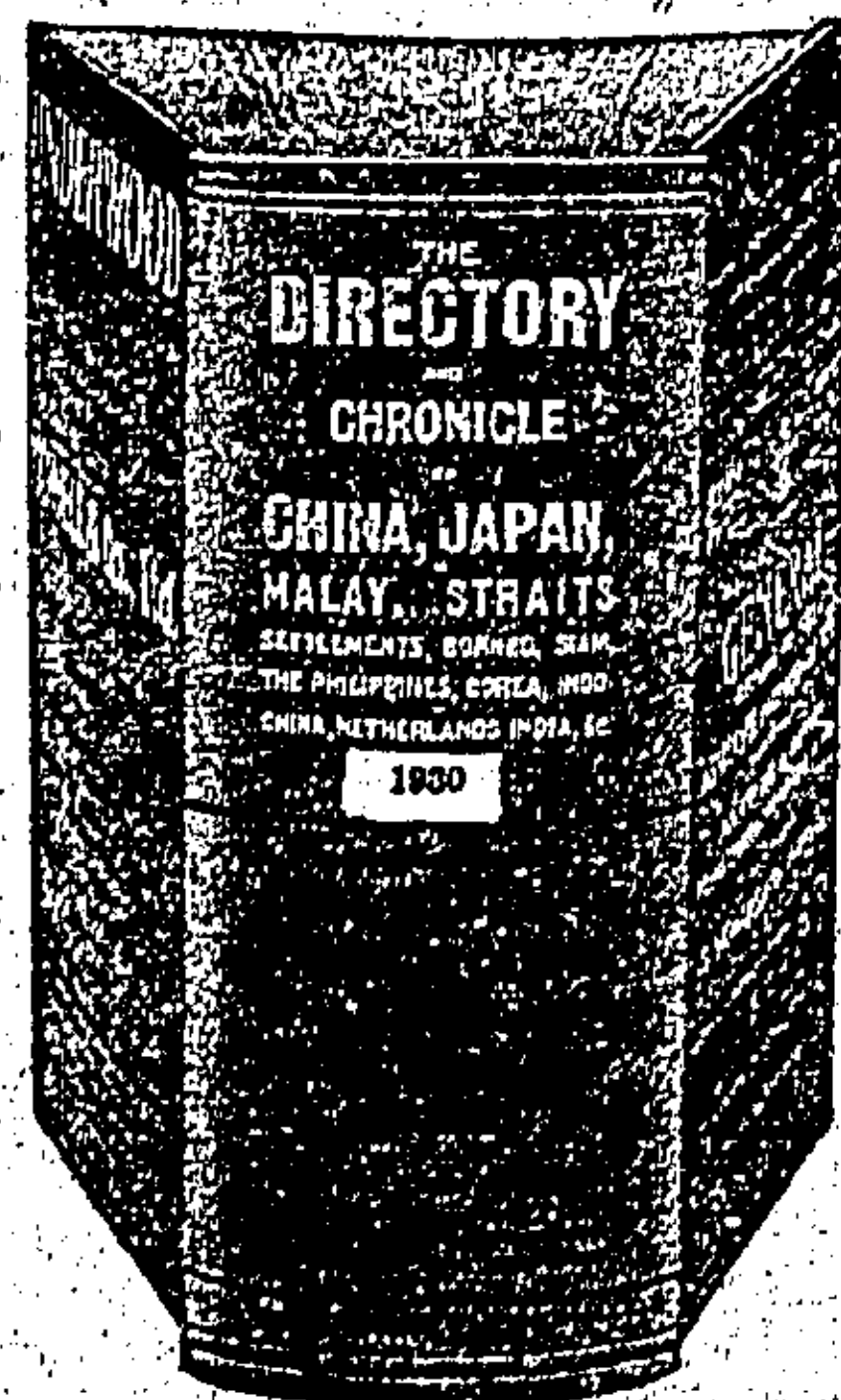
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SAILINGS TO EUROPE.

VESSEL	DESTINATION.	LEAVING HONG KONG.
M.V. "LEVERKUSEN" (1)	Genoa, Rotterdam & Hamburg	11 Oct.
S.S. "SAARLAND" (1)	Genoa, Rotterdam & Hamburg	25 Oct.
M.V. "KUMERLAND" (1)	Genoa, Barcelona, Rotterdam	8 Nov.
S.S. "OLDENBURG" (1)	Genoa, Rotterdam & Hamburg	22 Nov.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	DUE HONG KONG.
S.S. "SAARLAND" (1)	Genoa, Rotterdam & Hamburg	30 Sept.
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METAL MARKETS.

TIN STOCKS IN HONG KONG.

The following report, dated August 22, has been received from Messrs. Rudolf Wolf & Co.:—
Markets have been quiet and featureless and, movements being confined within narrow limits, prices at the close show little or no change as compared with those prevailing a week ago.

Tin.

Tin has been quiet and on the whole a shade firmer; the best prices, however, have not been maintained and the market, reacting later in the week, closes only 5/- higher for cash and unchanged for three months as compared with our last report. Sales in the East have been comparatively small again, amounting to only 1,095 tons; shipments thence up to the 18th instant were 3,787 tons, and for the month are still estimated at 7,500 tons. The premium on Straits tin is now quoted at £11.10 to £11.15, the advance being ascribed to the smaller sales which have been reported in the East during the last week or so. The premium on Banks is nominally quoted £3.10 to £4.

Business with consumers in England and on the Continent has been fairly well sustained, but for the time being gives no evidence of definite expansion. Business in America is reported quiet. The market has presented no fresh feature of importance, and the comparative steadiness is due to the fact that on the one hand the price is low and offers little probability of further important decline; whilst on the other hand the outlook is still very uncertain; the situation in this respect is still largely governed by the restriction of output now in process, the extent and importance of which and the resultant influence on the statistical position being very difficult to determine.

The market on the whole maintains a firm undertone and though sustained advance is unlikely until the industrial outlook more definitely clears, the future is regarded with less pessimism, and the impression tends to gain ground that the limit of the present depression may have been reached.

Hong Kong Stocks.

Under date July 18 our Hong Kong House advised that the Yunnan railway has now been repaired, permitting the transport of rough tin. Stocks in Hong Kong are around 1,000 tons.

Options.—Double £12 to £12.10; Single £8 to £8.5.
Cash.—£135 (opening), £135.15 (highest), £134.5 (lowest), £134.75 (closing).

Three months.—£136.15 (opening), £137.5 (highest), £135.15 (lowest), £135.175 (closing).

Turnover for the week 2,000 tons.

Copper.

Copper, after a slightly firmer opening has reacted, the price showing a decline of 6/6d. for cash and 5/- for three months as compared with our last report. Movements have been confined within very narrow limits, the steadiness of the market reflects the uncertainty with which the future is regarded and the doubt which surrounds the position in America, where industrial reports are very conflicting. Electrolytic is still reported to be selling at 10.75 cents, but the lower price has not encouraged any very active demand and business has been dull, sales being reported light. Apart from the fact that the price is low, there is little in the present position to stimulate confidence and the outlook for the time being would seem to offer little prospect of recovery.

Options.—Double £26; Single £3.
Cash.—£247.75 (opening), £247.75 (highest), £246.175 (lowest), £246.175 (closing).

Three months.—£247.75 (opening), £247.10 (highest), £247.13 (lowest), £247.13 (closing).

Turnover for the week 2,225 tons.

Lead.

Lead has ruled steady, the price for August showing a small advance of 9/6d., whilst that for November remains unchanged as compared with our last report. The comparative firmness of the near position can scarcely be attributed to any shortage of metal but is due more to technical considerations and controlling. Demand on the whole continues disappointingly quiet, and it remains to be seen whether the support which the market enjoys at the hands of influential interests will maintain the price until the present rather adverse circumstances governing supply and demand give place to better conditions resulting from improving industry and a more active interest on the part of buyers generally.

Options.—Double £1.10; Single 15/-.

(Continued on next column.)

NEW YORK STOCK

MARKET CRASH.

RESULTED FROM BAD BUSINESS CONDITIONS.

[UNITED PRESS.]

New York, Sept. 9.—The stock market crash resulted from, instead of causing, current adverse business conditions, Mr. George Whitney President of the New York Stock Exchange, told hearers at a luncheon here to-day.

Mr. Whitney declared that consumption has been unable to keep pace with the enormous production of recent years.

When the breaking-point was reached, it simply preceded an unavoidable crash. Business is now paying for the consequences of artificial price fixing, he said.

The speaker denied attempts at governmental regulation which aims at the stabilization of commodity prices.

U.S. TREASURY RECEIPTS.

DROP IN AUGUST.

New York, Sept. 5.—The receipts of the U.S. Treasury during the month of August totalled U.S. \$127,388,000 as against U.S. \$224,117,000 the previous month. The available liquid cash amounts to U.S. \$4,136,240,000.

AMERICAN CONSUMPTION OF COTTON.

New York, Sept. 5.—America's total consumption of cotton during the first six months of 1930 totalled 2,453,000 bales as against 3,044,000 bales consumed during the same period last year.

Aug.—£18.63 (opening), £18.75 (highest), £18.5 (lowest), £18.63 (closing).

Sept.—£18.5 (opening), £18.5 (highest), £18.39 (lowest), £18.5 (closing).

Oct.—£18.5 (opening), £18.5 (highest), £18.39 (lowest), £18.5 (closing).

Nov.—£18.39 (opening), £18.39 (highest), £18.26 (lowest), £18.26 (closing).

Turnover for the week 1,750 tons.

Spelter.

Spelter was firmer during the earlier part of the week, and with a moderate general demand, sellers at the same time showing some reserve, prices advanced to £16.2.6 for August and £16.13.9 for November, the market on the whole presenting a rather firmer appearance. Yesterday, however, the market was subjected to some fairly heavy selling for August which, coming rather late in the month, found buyers with their requirements mostly satisfied and not prepared to purchase large quantities, with the result that the price broke rather sharply to £15.15 for this position. Later shipments gave way in sympathy but not quite to the same extent, and the contango therefore increased to 15/8d. as compared with 8/9 last week.

To-day, however, witnessed a slight recovery. Business with consumers in this country remains regrettably dull, galvanizers for the most part still complaining of lack of orders. On the Continent, quiet conditions also are reported and some selling for Continental account has taken place, and though sales have not been large, yet in the present state of the market they have not been without their influence on prices. The price has now fallen back to about the lowest recently touched, and has reached a level at which a good deal of resistance is offered to further decline.

The present price offers little attraction to sellers, and as production is already suffering some curtailment and the technical position is fairly sound owing to much of the "bull" account having been eliminated, the market might easily experience some recovery, especially if confidence were to return sufficient to stimulate a little more interest on the part of consumers, who, having for some time adopted a hand to mouth policy, are apparently carrying very little by way of reserve stock. The market in America is reported quietly steady, the price remaining practically unchanged.

Options.—Double £1.15; Single 17/6d.

Aug.—£16.13 (opening), £16.2.6 (highest), £15.15 (lowest), £15.15.9 (closing).

Sept.—£16.2.6 (opening), £16.3 (highest), £16 (lowest), £16.2.6 (closing).

Oct.—£16.2.6 (opening), £16.10 (highest), £16.6.3 (lowest), £16.7.6 (closing).

Nov.—£16.10 (opening), £16.12.9 (highest), £16.7.6 (lowest), £16.10 (closing).

Turnover for the week 1,600 tons.

JAPAN'S TRADE.

HANKS TO STUDY FINANCES.

[UNITED PRESS.]

Tokyo, Sept. 9.—The most powerful hands in Japan namely, Mitsui, Mitsubishi, Daiichi, Kawasaki, Yokohama Specie, Industrial Bank of Japan, Bank of Korea and Sumitomo have just formed a so-called "Industrial Investigation Society" whose aims are to study, on request of its members, the financial situation and management of the enterprises they might have to deal with.

The yearly subscription amounts to ¥5,000 for each member. The head office of the new organization will be in Tokyo with a branch in Osaka. It is planned to work for five years with possible prolongation.

Japanese industrial circles have received the news of the society's formation with mixed feelings. Enterprises of minor importance seem to be afraid of this powerful new combine and express the fear that it will only make their existence more difficult, the present crisis already endangering their position.

INVESTIGATION OF CHINA TRADE.

[UNITED PRESS.]

Los Angeles, Sept. 9.—Senator Key Pittman's committee of investigation into the China trade situation will begin its hearings here to-morrow.

Hearings in San Francisco terminated some days ago. There will be similar hearings in other important West Coast cities.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 14.	
Paris	123.755
New York	34.95
Brussels	34.95
Geneva	23.055
Amsterdam	12.071
Milan	20.402
Berlin	18.095
Stockholm	18.16
Copenhagen	18.17
Oslo	34.405
Vienna	163
Prague	193
Helsingfors	44.45
Madrid	108.23
Lisbon	375
Athens	614
Bucharest	431/32
Rio	41
Buenos Aires	41
Montevideo	41
Bombay	1/53
Shanghai	1/78
Hong Kong	1/33
Yokohama	2/03
Silver, spot & forward	15 13/16

BERLIN STOCK EXCHANGE.

Berlin, Sept. 8.—The improvement of the Stock Exchange market continued steadily throughout the day, extending for the first time in a long period to Federal and State loans.

PARIS BOURSE.

Paris, Sept. 9.—With the exception of certain small sections such as rubber, which is depressed by reason of the difficulties in the way of restriction, the tone of the Bourse continues as sound as was noted last week.

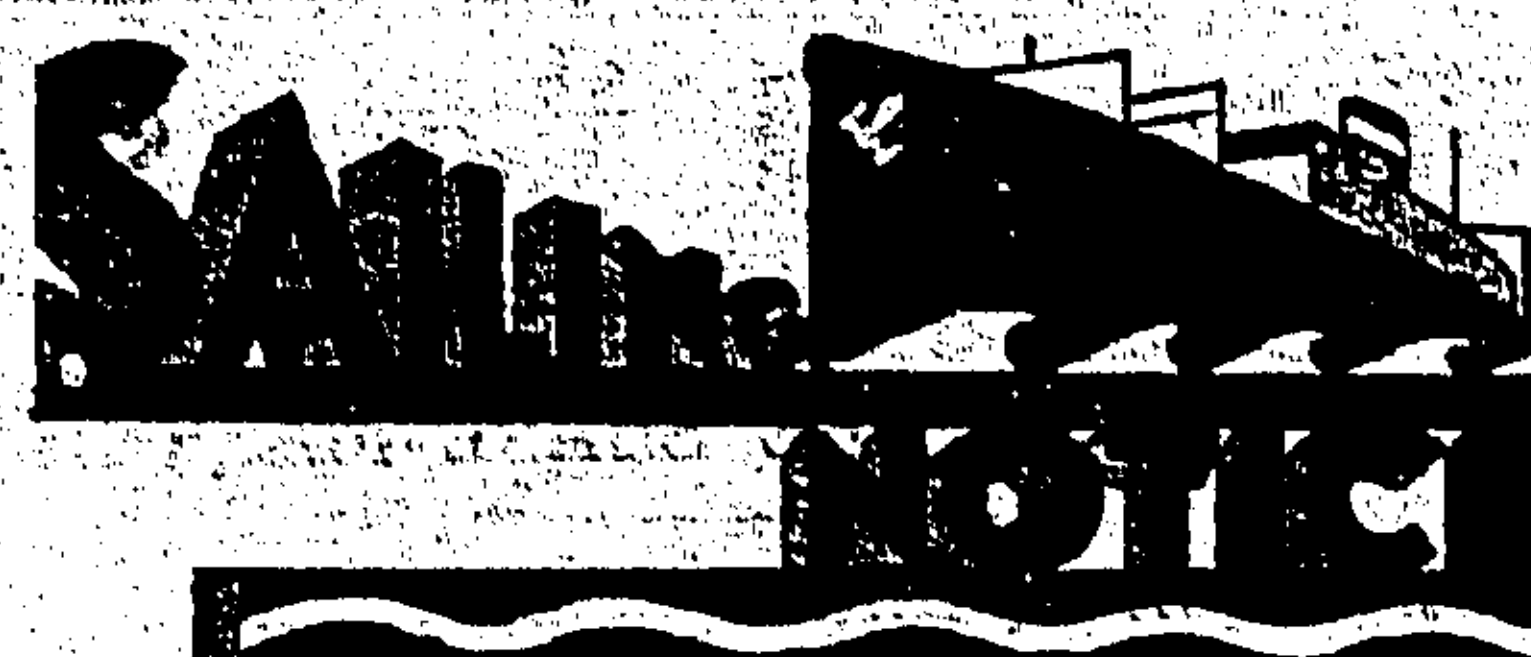
While business is generally quiet it has increased moderately, and there are more buying than selling orders. French bonds are firm.

WARSHIPS IN HARBOUR.

The following warships were in the harbour yesterday:

Basin—Tamar.
East Wall—Seamew, Moorhen, Dock—Scraps, Seraph, Moth, No. 6 Buoy—Caradoe, No. 10 Buoy—Sepoy.
Foreign Men-of-War—U.S. gunboat Mindanao, Portuguese cruiser Adamastor, French gunboat Yigilante, and Chinese gunboat Ming Sang.

The Ben line's Bengloe from Leith, Middlebro', Antwerp, London, Straits and Philippines is due to arrive here on September 24.



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Pres. McKinley, Oct. 7 Pres. Taft, Sept. 30
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8 a.m. 8 a.m.
Pres. Harrison, Sept. 31 Pres. Fillmore, Oct. 7
Pres. Johnson, Oct. 8 Pres. Wilson, Nov. 2
6 p.m. 6 p.m.
Pres. Taft, Sept. 23 Pres. Jefferson, Oct. 7
Pres. McKinley, Sept. 27 Pres. Grant, Oct. 11

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S.S. "TIKABANG" 16th September.	S.S. "TIJADAK" 30th September.	S.S. "TIJONDARI" 14 October.
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TO AMOY AND SHANGHAI.

S.S. "TIJADAK" 18th September.	S.S. "TILBOET" 26th September.	S.S. "TIJONDARI" 2nd October.
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Money and Markets

GOSSIP FROM THE SHARE MARKET.

BUSINESS STILL RESTRICTED: INFLUENCE OF SEPTEMBER SETTLEMENT.

FREE ADVICE FOR INVESTORS.

Gossip often moves the market, but no investor should either buy or sell on market gossip only.

Conditions during the week under review have been extremely difficult to gauge, for whereas the majority of brokers maintain that the market is weak, and that things are not likely to improve to any extent for some time, there are a few who feel just the opposite. These latter, I should add, are in the minority, but their optimism is a healthy sign, and probably accounts for what little business there is doing at the present moment.

The September Settlement is gradually overshadowing the activities of the market, and while there is talk on all sides of shorts and others, I think, by this time, practically every speculator has consolidated his position, and there is very little more to be done in the way of catching those who are reported to be manipulating the market.

Stocks that showed improvement during the week were few, and the cloud of depression over most stocks, according to those "in the know," is likely to continue.

From all accounts it would appear that there is plenty of money available for investment, but those who possess the cash are very cautious about putting money into stocks, that have no prospect of advancement except as a result of manipulation by speculators. Rumours do not send up prices to-day as they did a few months back, which is quite a good sign.

HONG KONG BANKS—I understand shares are wanted at \$1,920, and probably more will be paid this week. At \$1,920 a few small parcels changed hands last week.

UNION INSURANCES—After business had been done at as high as \$455, the market dropped slightly at the close, and buyers were in evidence on Saturday at \$450.

CHINA FIRES, CANTONS, and HONG KONG FIRES are wanted respectively at \$400, \$985, and \$1,000, but they are difficult to obtain at these figures, as sellers are scarce.

CHINA UNDERWRITERS—At \$2.75 probably a good number of these shares can be placed at I heard of an enquiry last week for big parcels.

DOUGLASES—Shares were sold at as high as \$29.50, and I feel sure any shares offering at this rate will be snapped up. The demand for shares continues.

STEAMBOATS—Buyers were offering a shade over \$25 for these shares, but sellers were asking half a point over. Probably a little more might be paid by buyers, but their ideas last week did not go as high as \$25.50.

STAR FERRIES—These shares were a bit easier at the close, and shares were offering at quotations without people falling over each other to buy them.

HONG KONG HOTELS—There was a demand for these shares during the week, and rates went up to \$11.25, but all inquiries were satisfied and buyers went back to \$11 at the close. At this rate, however, sellers held off, and it is probable that more business will be done this week at about \$11.

HONG KONG LANDS—Here again the market seems to be a little easier. One could buy any amount of shares at \$70 cum rights last week, but buyers were only offering a shade over \$70.

HONG KONG REALTIES—At \$9 there are many sellers of these shares, but buyers are offering a quarter below this figure, and the demand is not particularly keen.

HUMPHREYS—Small parcels are wanted, I hear, at \$15.40 to \$15.50. No business has been reported.

EWOS—For a day or two during the week this stock touched \$12.80, but eased off again at the close and buyers were only offering \$12.25.

CHINA LIGHTS—Owing to large deals in this stock for September Settlement, these shares are still attracting the most attention and every fluctuation is watched with every interest. A few cash shares changed hands at \$24.75, and for the Settlement as much as \$25 was paid. I do not care to predict which way the quotation will go this week, but whatever happens, the advance or decline ought to be small.

CHINA PROVIDENTS improved slightly, and a fair business was put through at around \$5.30. The demand, however, has again eased off.

HONG KONG ELECTRICS are on offer at \$78.75, but buyers are waiting for cheaper prices before coming in.

HONG KONG TRAMS—Shares were sold during the week at \$18.25, and the market closed with buyers offering \$18.15 for shares without finding any.

DAIRY FARMS—At \$26.50 a small business was recorded.

HONG KONG ROPES are quoted at \$11.20, but there are buyers only at a figure very much below this.

HONG KONG AMUSEMENTS—At \$25 some little business was done in these shares, and at this figure practically all the shares that are offering are being taken up.

REPLIES TO READERS.

Every week in this column "Kufan" replies to correspondents who may have questions to put regarding the prospects of any stock quoted in Hong Kong, Shanghai or Singapore. Questions regarding principles, practice, and custom can also be dealt with.

Correspondents are asked to fill up the coupon appearing elsewhere and address their queries to "Kufan," care of the Editor of this paper, and to give their names and address. It is desirable that a *nom de plume* be also included, in order that readers can readily identify the answers intended for them.

Every effort will be made to give as full and detailed reply as possible, but no responsibility whatever is admitted by the writer in so doing.

Those who have written for information last week will find answers to their queries below:—
STANLEY.—1. A. No; B. No; C. No; D. Yes; E. No. 2.—Only D. 3.—Watch the quotations. 4.—I expect a fall.

THANKU.—1.—The shares would certainly be attached unless you can prove beyond any doubt that you bought them openly before any hint of bankruptcy became known. Even then the position would be far from desirable. 2.—Nothing I can recommend as an investment just now. 3.—Not true; no. 4.—

PAD.—The dividends declared for the past five years are as follows:—
1925 10 per cent.
1926 nil
1927 10 per cent.
1928 nil
1929 10 per cent.

SAIGON RICE MARKET.

PRICES RECEDE: NO DEMAND.

The following report, dated Sept. 7, is issued by the Société Indochinoise de Commerce, Saigon:—
Prices have continued to recede even more rapidly than during last week. This is due to an absolute lack of demand together with arrivals of paddy larger than previously.

We did not hear of any business effected, quotations and demands received from Java and France, which seem to be the only countries interested being still below the best obtainable prices here.

Prospects are however uncertain. Millers have lost heavily and are still losing and it must be feared that as soon as there will be a regular demand they will do their utmost to raise the prices.

Market closes "seller" with no buyer at the following prices:—
No. 1 Long 25 per cent. and No. 1 Round 25 per cent.—115 francs per 100 lbs.; 7.37 guilders per Java pikul; 5.92 yen per picul; 10/11 shillings per cwt.

No. 2 Japan 40 per cent.—111 francs per 100 lbs.; 7.13 guilders per Java pikul; 5.72 yen per picul; 9/8 shillings per cwt.

Broken, 1 and 2—107 francs per 100 lbs.; 6.64 guilders per Java pikul; 5.30 yen per picul; 9/11 shillings per cwt.

Shipment f.o.b. Sept./October. Paddy—Arrivals have been more important and it may be expected that the fall in prices will lead the detentor to give up their stocks more quickly.

Crop—Prospects are favourable all districts enjoying very fine weather.

NEW YORK STOCK EXCHANGE.

PARTICIPATION OF PUBLIC IN THE BUYING.

CONTINUED ADVANCE UNTIL THE CLOSE.

[UNITED PRESS.]

New York, September 5.—With the market to-day, prices on the New York Stock Exchange generally advanced, says the daily review of the Dow Jones Financial News Agency.

U.S. Steel was strong throughout, and all the pivotal issues were in demand. Steel closed up 3/4 to 170 1/2.

Rubber Coals and Utilities Up.

The advance continued until the close. Rubbers, coals, traction and utilities all moved upward; with the Dow Jones average for 30 utilities up 1 1/4 to 88.10 and American Tel. & Tel. closing up 2 1/4 to 215.

Radio Corp. up 1 1/4 to 40 1/2; Columbia Gas up 1 1/4 to 60 1/2; and Southern California Edison up a point to 57.

Goodrich Rubber moved up a point to close at 23 1/2; Goodyear Tire Rubber was up 1 1/4 to 32; and U.S. Rubber was up 1 1/4 to 20 1/2.

Oils revived in the late trading, with Standard Oil of New Jersey up a point to 69 1/2; Standard of New York down a quarter to 30 1/2; Phillips Petroleum up an eighth to 33 1/2; Texas Corp. off 3/4 to 51; and Continental up 3/8 to 19 1/2.

Loews headed the amusements. Fox Film "A" closed at 52, up 1 1/4. Radio Keith Orpheum was up a point to 30 1/2. Warner Bros. was up 3/8 to 31. Paramount-Public was up 3/4 to 60 1/2.

Improvement in Trade.

Improvement in trade reports helped the mercantiles.

The Dow Jones average for 30 industrials was up 4.33, with Westinghouse closing up three points to 151. General Electric up 1 1/4 to 72 1/2; Eastman Kodak up 5 1/4 to 218 1/2; American Can up 3 1/4 to 130 1/2; and Bethlehem Steel up 1 1/4 to 87 1/2.

Rails were also rising, the Dow Jones average for 30 issues being up 3 1/4 to 131.32. New York Central was up a point to 163 1/2; Pennsylvania was up 5/8 to 74; Erie was up 3/8 to 41 1/2; Canadian Pacific was off a point to 180; Union Pacific was up 1 1/4 to 218 1/2; and B. & O. was off 3/8 to 100 1/2.

Sales for the day totalled 1,682,140 shares. Call money continued at 2 1/4 per cent.

QUOTATIONS.

New York, Sept. 5.

Market firm. Business done, 1,409,270 shares.

Sept. 5

Adams Express ... 26 1/2

American Can ... 130 1/2

American Foreign Power ... 72 1/4

American Rolling Mill ... 53 1/2

American Smelting ... 58 1/2

American Tel. & Tel. ... 215 1/2

American Tobacco ... 21 1/2

American Waterworks ... 45 1/2

Ansonia Copper ... 38 1/2

Atlantic Refining ... 38 1/2

Baltimore & Ohio ... 100 1/2

Bethlehem Steel ... 87 1/2

Borg Warner ... 30 1/2

Calumet & Hecla ... 13 1/2

Canadian Pacific ... 180 1/2

Chicago Rock Island ... 34 1/2

Chrysler ... 100 1/2

Cities Service Common ... 29 1/2

Columbia Gas & Electric ... 60 1/2

Columbia Graphophone ... 13 1/2

Commonwealth & Southern ... 13 1/2

Consolidated Gas & S. W. ... 34 1/2

Continental Gas of N. Y. ... 108 1/2

Continental Oil ... 19 1/2

Corn Products ... 93 1/2

Curtis Wright, Common ... 60 1/2

Du Pont de Nemours ... 119 1/2

Eastman Kodak ... 218 1/2

Erie Railway ... 32 1/2

Electric Bond & Share ... 41 1/2

Eric Railway ... 32 1/2

Fox Film "A" ... 52 1/2

General Electric ... 72 1/2

General Foods ... 67 1/2

General Motors ... 45 1/2

General Railway Signal ... 70 1/2

Gold Dust ... 41 1/2

Goodyear Rubber ... 23 1/2

Goodyear Tire & Rubber ... 32 1/2

Granby ... 22 1/2

Hershey Chocolate ... 99 1/2

International Cement ... 64 1/2

International Combustion Eng. ... 65 1/2

International Harvester ... 79 1/2

International Nickel ... 42 1/2

International Tel. & Tel. ... 215 1/2

Johns Manville ... 95 1/2

Kennecott Copper ... 24 1/2

Kroger & Toll ... 27 1/2

Kroger Grocery ... 25 1/2

Liggett & Myers "B" ... 39 1/2

Lowry Inc. ... 21 1/2

Ludlum Steel ... 21 1/2

Montgomery Ward ... 30 1/2

Nevada Consolidated Copper ... 13 1/2

New York Central ... 163 1/2

Pacific Lighting ... 78 1/2

Packard Motor Car ... 15 1/2

Pennsylvania Public Corporation ... 61 1/2

Pennsylvania Railroad ... 74 1/2

Pennroad Corporation ... 10 1/2

Phillips Petroleum ... 34 1/2

Public Service of New Jersey ... 29 1/2

Radiol Corporation ... 40 1/2

Radio Keith Orpheum ... 30 1/2

Reynolds Tobacco "B" ... 52 1/2

Sears Roebuck ... 73 1/2

Shaw-Walker ... 14 1/2

Shimons Company ... 27 1/2

Southern California Edison ... 57 1/2

Standard Gas & Electric ... 104 1/2

Standard Oil of New Jersey ... 60 1/2

Standard Oil of New York ... 30 1/2

Texas Corporation ... 51 1/2

Texas Gulf Sulphur ... 69 1/2

Timken Roller Bearing ... 24 1/2

Trans America ... 24 1/2

Union Carbide & Carbon ... 79 1/2

Union Pacific Railway ... 218 1/2

United Aircraft & Transport ... 62 1/2

United Gas & Improvement ... 36 1/2

United States Rubber ... 20 1/2

Valand Steel ... 170 1/2

Warner Bros. Pictures ... 81 1/2

Washington E. & M. ... 151 1/2

Woolworth ... 84 1/2

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

MONDAY, SEPT. 15.

Banks.

H.K. Banks ... \$1,520

Do. (London) ... 217

Chartered Bank ... 237

Mercantile Bk. "A" ... 212 1/2

Do. "C" ... 211 1/2

Bank of East Asia ... 119

Insurance.

Canton Insurance ... \$99 1/2

Underwriters ... \$2.75

North China ... \$160

Union Insurance ... \$450

Yangtze Insurance ... \$60

China Fire ... \$400

H.K. Fire ... \$1,000

Shipping.

Douglases ... \$38 1/2

Steamboats ... \$35 1/2

Indos (comb.) ... \$43

Do. (def.) ... \$40

Shell Transport ... \$8 1/2

Water-boat ... \$31

Mining.

Benquets ... 29 1/2

Kailang ... \$14.40

Langkate (comb.) ... \$7.40

Do. (single) ... \$7.40

Explorations ... \$1.1

Shanghai Loans ... \$1.6

Rauhe ... \$23

Trench Mines ... 14 1/2

Docks, Wharves, Godowns, etc.

H.K. & K. Wharves ... \$161

Providents ... \$5.40

H.K. Docks ... \$37

Shanghai Docks ... \$1.13

New Engineering ... \$1.7

Hongkew ... \$1.13

Lands, Hotels, and Buildings.

H.K. & S. Hotels ... \$11.20

H.K. Land com. r. ... \$79

Do. ex rights ... \$74

Do. rights ... \$13 1/2

Shanghai Lands ... \$9

H.K. Realty ... \$16.45

Humphreys ... \$16.45

Chinese Estates ... \$16.45

Cotton Mills.

Ewos ... \$12.30

Shal Cottons ... \$1.90

Zong shags ... \$1.10

Public Utilities.

Tramways ... \$18.15

Peak Trams (old) ... \$19 1/2

Do. (new) ... \$84

Star Ferries ... \$83

U. Lights (old) ... \$24.80

Do. (new) ... \$20 1/2

H.K. Electric ... \$78 1/2

Macao Co. ... 22 1/2

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Harrison, Dollar, Sept. 21.
Pres. Johnson, Dollar, Oct. 5.
Pres. Fillmore, Dollar, Oct. 19.

AMOI.

Anhui, B. & S., Sept. 16.
Haiyang, Douglas, Sept. 17, 3 p.m.
Tijbadak, J.C.J.L., Sept. 17.
Tsinan, B. & S., Sept. 17.
Kumsang, Jardine's, Sept. 19.
Tijbadak, J.C.J.L., Sept. 19.
Haining, Douglas, Sept. 21.
Kwangtung, B. & S., Sept. 21.
Haiching, Douglas, Sept. 21.
Tsiang, B. & S., Sept. 21.
Selsang, Jardine's, Sept. 23.
Tijboet, J.C.J.L., Sept. 23.
Tilawa, B.I., Sept. 23.
Tjondari, J.C.J.L., Oct. 2.
Namsang, Jardine's, Oct. 3.

ANTWERP.

Afrika, Manners, Sept. 20.
Kashima Maru, N.Y.K., Sept. 20.
Kashgar, P. & O., Sept. 27.
Yasukuni Maru, N.Y.K., Oct. 4.
Shantung, Gilman's, Oct. 10.

AUSTRALIAN PORTS.

Atsuta Maru, N.Y.K., Sept. 23.
Taiping, B. & S., Sept. 23.
St. Albans, E. & A., Oct. 3.
Aki Maru, N.Y.K., Oct. 21.
Changte, B. & S., Oct. 21.

BALTIC PORTS.

Afrika, Manners, Sept. 20.

BALTIMORE.

Machao, B.F., Sept. 19.
Lessebank, Bank, Sept. 25.
City of Chester, Bank, Oct. 7.

BANGKOK.

Kwangchow, B. & S., Sept. 21.

BELOWAN-DELL.

Van Heutz, J.C.J.L., Sept. 25.

BOMBAY.

Alipore, P. & O., Sept. 17.
Malacca Maru, N.Y.K., Sept. 27.
Venezia, Dodwell's, Oct. 8.
Malwa, P. & O., Oct. 11.
Mirzapore, P. & O., Oct. 15.

BOSTON.

Tai Ping, Dodwell's, Sept. 18.
Machao, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Royal Prince, Furness, Sept. 23.
Lessebank, Bank, Sept. 25.
Pres. Johnson, Dollar, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
City of Chester, Bank, Oct. 7.
Pres. Fillmore, Dollar, Oct. 19.
Cingalese Prince, Furness, Oct. 21.

BREMEN.

Derfflinger, Melchers, Sept. 19.
Isar, Melchers, Oct. 4.
Saarbrücken, Melchers, Oct. 13.

BRINDISI.

Venezia, Dodwell's, Oct. 8.

CALCUTTA.

Hosang, Jardine's, Sept. 17.
Shirala, B.I., Sept. 17, 10.30 a.m.
Yuenang, Jardine's, Sept. 23.
Tokushima Maru, N.Y.K., Sept. 29.
Takada, B.I., Oct. 3.
Kumsang, Jardine's, Oct. 7.
Muran Maru, N.Y.K., Oct. 8.
Tilawa, B.I., Oct. 21.

CASABLANCA.

Menelaus, B.F., Sept. 16.
Calchas, B.F., Oct. 14.

CEBU.

Machao, B.F., Sept. 19.

CHEFOO.

Huichow, B. & S., Sept. 16.
Kueichow, B. & S., Sept. 30.

COLOMBO.

Lyons Maru, N.Y.K., Sept. 18.
Sphinx, M.M., Sept. 18.
Alipore, P. & O., Sept. 17.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Malacca Maru, N.Y.K., Sept. 27.
General Metzinger, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Venezia, Dodwell's, Oct. 8.
Andre Lebon, M.M., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Pres. Fillmore, Dollar, Oct. 19.

COPENHAGEN.

Afrika, Manners, Sept. 20.

DALNY.

Antenor, B.F., Sept. 18.
Luchow, B. & S., Sept. 22.

DUTCH PORTS.

Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 19.
Afrika, Manners, Sept. 20.
Kashima Maru, N.Y.K., Sept. 20.
Fresno Star, Dodwell's, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.
Leverkusen, Melchers, Oct. 11.
Calchas, B.F., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Saarbrücken, Melchers, Oct. 18.

FOOCHOW.

Haiyang, Douglas, Sept. 17, 3 p.m.
Huichow, B. & S., Sept. 16.
Haining, Douglas, Sept. 19.
Cheongshing, Jardine's, Sept. 21.
Haiching, Douglas, Sept. 21.
Chipping Jardine's, Sept. 23.
Kueichow, B. & S., Sept. 30.

GENOA.

Derfflinger, Melchers, Sept. 19.
Onfa, B.F., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Fresno Star, Dodwell's, Sept. 23.
Pres. Johnson, Dollar, Oct. 5.
Venezia, Dodwell's, Oct. 8.
Leverkusen, Melchers, Oct. 11.
Saarbrücken, Melchers, Oct. 18.
Pres. Fillmore, Dollar, Oct. 19.
Eumacus, B.F., Oct. 21.

GLASGOW.

Lyons Maru, N.Y.K., Sept. 18.
Onfa, B.F., Sept. 20.
Patroclus, B.F., Oct. 1.
Lima Maru, N.Y.K., Oct. 12.
Eumacus, B.F., Oct. 21.

HAIPHONG AND HOIHOW.

Chengtu, B. & S., Sept. 23.

HAMBURG.

Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 19.
Afrika, Manners, Sept. 20.
Fresno Star, Dodwell's, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Isar, Melchers, Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.
Leverkusen, Melchers, Oct. 11.
Calchas, B.F., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Saarbrücken, Melchers, Oct. 18.

HAYEE.

Afrika, Manners, Sept. 20.
Onfa, B.F., Sept. 20.
Fresno Star, Dodwell's, Sept. 23.
Eumacus, B.F., Oct. 21.

HONOLULU.

Asama Maru, N.Y.K., Sept. 18.
Taiyo Maru, N.Y.K., Sept. 28.
Heiyo Maru, N.Y.K., Sept. 30.
Chichibu Maru, N.Y.K., Oct. 9.

ILOILO.

Machao, B.F., Sept. 19.
St. Albans, E. & A., Oct. 3.

JAPAN PORTS.

City of Hereford, Bank, Sept. 18.
Tai Ping, Dodwell's, Sept. 18.
Aki Maru, N.Y.K., Sept. 17.
Emp. of Russia, C.P.S., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Kumsang, Jardine's, Sept. 18.
Mirzapore, P. & O., Sept. 18.
Fushimi Maru, N.Y.K., Sept. 20.
Rangoon Maru, N.Y.K., Sept. 20.
Yamagata Maru, N.Y.K., Sept. 20.
Taketo Maru, N.Y.K., Sept. 21.
Tokushima Maru, N.Y.K., Sept. 21.
Nagasaki, P. & O., Sept. 23.
Hikawa Maru, N.Y.K., Sept. 24.
Delhi, Gilman's, Sept. 25.
Orestes, B.F., Sept. 25.
Khyber, P. & O., Sept. 25.
Suisang, Jardine's, Sept. 26.
Nagato Maru, N.Y.K., Sept. 27.
Taiyo Maru, N.Y.K., Sept. 28.
Pothos, M.M., Sept. 29.
Tamba Maru, N.Y.K., Sept. 29.
Telemachus, B.F., Sept. 29.
Glenluc, Jardine's, Sept. 30.
Heiyo Maru, N.Y.K., Sept. 30.
Saarland, Jensen, Sept. 30.
Tilawa, B.I., Sept. 30.
Hilda, Dodwell's, Oct. 1.
Emp. of Japan, C.P.S., Oct. 2.
Aller, Melchers, Oct. 4.
Namsang, Jardine's, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
Nellore, E. & A., Oct. 7.
Tevens, Dodwell's, Oct. 7.
Chichibu Maru, N.Y.K., Oct. 9.
Ixion, B.F., Oct. 10.
Morea, P. & O., Oct. 10.
Pembroke, Jardine's, Oct. 10.
Dioned, B.F., Oct. 12.
Chenonceaux, M.M., Oct. 13.
Kulmerland, Jensen, Oct. 13.
Emp. of Asia, C.P.S., Oct. 15.
City of Johannesburg, Bank, Oct. 16.
Benalla, P. & O., Oct. 20.
Karmala, P. & O., Oct. 20.

JAVA PORTS.

Tijkarang, J.C.J.L., Sept. 16.
Tjikembang, J.C.J.L., Sept. 23.
Tijbadak, J.C.J.L., Sept. 30.
Kashgar, P. & O., Sept. 27.
Malacca Maru, N.Y.K., Sept. 27.
General Metzinger, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Venezia, Dodwell's, Oct. 8.
Andre Lebon, M.M., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Pres. Fillmore, Dollar, Oct. 19.

LIVERPOOL.

Lyons Maru, N.Y.K., Sept. 18.
Onfa, B.F., Sept. 20.
Fresno Star, Dodwell's, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.
Leverkusen, Melchers, Oct. 11.
Calchas, B.F., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Saarbrücken, Melchers, Oct. 18.

LONDON.

Menelaus, B.F., Sept. 16.
Kashima Maru, N.Y.K., Sept. 20.
Fresno Star, Dodwell's, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Patroclus, B.F., Oct. 1.
Yasukuni Maru, N.Y.K., Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.
Leverkusen, Melchers, Oct. 11.
Calchas, B.F., Oct. 14.
Carnarvonshire, Jardine's, Oct. 17.
Saarbrücken, Melchers, Oct. 18.

MANILA.

Tijkarang, J.C.J.L., Sept. 16.
Derfflinger, Melchers, Sept. 19.
Machao, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Atsuta Maru, N.Y.K., Sept. 23.
Pres. Taft, Dollar, Sept. 23.
Taiping, B. & S., Sept. 23.
Emp. of Japan, C.P.S., Sept. 24.
Pres. McKinley, A.M.L., Sept. 27.
Tijbadak, J.C.J.L., Sept. 30.
St. Albans, E. & A., Oct. 3.
Pres. Johnson, Dollar, Oct. 5.
City of Chester, Bank, Oct. 7.
Emp. of Asia, C.P.S., Oct. 7.
Pres. Jefferson, A.M.L., Oct. 7.
Pres. Grant, A.M.L., Oct. 11.
Tjondari, J.C.J.L., Oct. 14.
Saarbrücken, Melchers, Oct. 18.
Pres. Fillmore, Dollar, Oct. 19.
Aki Maru, N.Y.K., Oct. 21.
Changte, B. & S., Oct. 21.

MARSEILLES.

Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Afrika, Manners, Sept. 20.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Fresno Star, Dodwell's, Sept. 23.
Kashgar, P. & O., Sept. 27.
General Metzinger, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Malwa, P. & O., Oct. 11.
Lima Maru, N.Y.K., Oct. 12.
Andre Lebon, M.M., Oct. 14.
Calchas, B.F., Oct. 14.
Pres. Fillmore, Dollar, Oct. 19.

NAPLES.

Pres. Harrison, Dollar, Sept. 21.
Royal Prince, Furness, Sept. 23.
Pres. Johnson, Dollar, Oct. 5.
Pres. Fillmore, Dollar, Oct. 19.
Cingalese Prince, Furness, Oct. 21.

NEW YORK, BOSTON, etc.

Tai Ping, Dodwell's, Sept. 18.
Machao, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Royal Prince, Furness, Sept. 23.
Lessebank, Bank, Sept. 25.
Pres. Johnson, Dollar, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
City of Chester, Bank, Oct. 7.
Pres. Fillmore, Dollar, Oct. 19.
Cingalese Prince, Furness, Oct. 21.

NEWCHWANG.

Luchow, B. & S., Sept. 22.

NORTH CHINA PORTS.

Antenor, B.F., Sept. 18.
Taketo Maru, N.Y.K., Sept. 21.
Saarbrücken, Melchers, Sept. 25.
Toba Maru, N.Y.K., Oct. 6.

PANAMA.

Tai Ping, Dodwell's, Sept. 18.
Taketo Maru, N.Y.K., Sept. 21.
Heiyo Maru, N.Y.K., Sept. 30.
Toba Maru, N.Y.K., Oct. 6.

PENANG.

Alipore, P. & O., Sept. 17.
Hosang, Jardine's, Sept. 17.
Shirala, B.I., Sept. 17, 10.30 a.m.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Van Heutz, J.C.J.L., Sept. 25.
Kashgar, P. & O., Sept. 27.
Yuenang, Jardine's, Sept. 23.
Tokushima Maru, N.Y.K., Sept. 29.
Patroclus, B.F., Oct. 1.
Takeda, B.I., Oct. 3.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Kumsang, Jardine's, Oct. 7.
Muran Maru, N.Y.K., Oct. 8.
Pres. Fillmore, Dollar, Oct. 19.
Tilawa, B.I., Oct. 21.

RANGOON.

Shirala, B.I., Sept. 17, 10.30 a.m.
Tokushima Maru, N.Y.K., Sept. 29.
Muran Maru, N.Y.K., Oct. 8.

SAIGON.

Sphinx, M.M., Sept. 16.
General Metzinger, M.M., Sept. 30.
Andre Lebon, M.M., Oct. 14.

SANDAKAN.

Hinsang, Jardine's, Sept. 23.
St. Albans, E. & A., Oct. 3.
Mausang, Jardine's, Oct. 7.

SAN FRANCISCO.

Tai Ping, Dodwell's, Sept. 18.
Asama Maru, N.Y.K., Sept. 18.
Taketo Maru, N.Y.K., Sept. 21.
Pres. Jackson, A.M.L., Sept. 23.
Taiyo Maru, N.Y.K., Sept. 28.
Heiyo Maru, N.Y.K., Sept. 30.
Toba Maru, N.Y.K., Oct. 6.
Pres. McKinley, A.M.L., Oct. 21.
Chichibu Maru, N.Y.K., Oct. 9.

SCANDINAVIAN PORTS.

Afrika, Manners, Sept. 20.
Shantung, Gilman's, Oct. 10.

SEATTLE.

Pres. Pierce, Dollar, Sept. 16.
Hikawa Maru, N.Y.K., Sept. 24.
Pres. Taft, Dollar, Sept. 30.
Ixion, B.F., Oct. 10.
Pres. Jefferson, A.M.L., Oct. 14.

SHANGHAI.

City of Hereford, Bank, Sept. 18.
Szechuen, B. & S., Sept. 16.
Tai Ping, Dodwell's, Sept. 18.
Aki Maru, N.Y.K., Sept. 17.
Emp. of Russia, C.P.S., Sept. 17.
Foshing, Jardine's, Sept. 17.
Tijbadak, J.C.J.L., Sept. 17.
Tsinan, B. & S., Sept. 17.
Antenor, B.F., Sept. 18.
Asama Maru, N.Y.K., Sept. 18.
Kumsang, Jardine's, Sept. 18.
Mirzapore, P. & O., Sept. 18.
Rangoon Maru, N.Y.K., Sept. 20.
Yamagata Maru, N.Y.K., Sept. 20.
Kwaisang, Jardine's, Sept. 21.
Soochow, B. & S., Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Tokushima Maru, N.Y.K., Sept. 21.
Luchow, B. & S., Sept. 22.

SHANGHAI—(Continued).

Nagasaki, P. & O., Sept. 23.
Sunning, B. & S., Sept. 23.
Hikawa Maru, N.Y.K., Sept. 24.
Topsang, Jardine's, Sept. 24.
Tsinan, B. & S., Sept. 24.
Della, Gilman's, Sept. 25.
Orestes, B.F., Sept. 25.
Saarbrücken, Melchers, Sept. 25.
Khyber, P. & O., Sept. 25.
Kingman, B. & S., Sept. 25.
Tijboet, J.C.J.L., Sept. 25.
Malaya, Manners, Sept. 27.
Hosang, Jardine's, Sept. 23.
Taiyo Maru, N.Y.K., Sept. 28.
Porthos, M.M., Sept. 29.
Tamba Maru, N.Y.K., Sept. 29.
Telemachus, B. F., Sept. 29.
Glenluc, Jardine's, Sept. 30.
Saarland, Jensen, Sept. 30.
Tilawa, B.I., Sept. 30.
Hilda, Dodwell's, Oct. 1.
Emp. of Japan, C.P.S., Oct. 2.
Tjondari, J.C.J.L., Oct. 2.
Aller, Melchers, Oct. 4.
Telesias, B.F., Oct. 6.
Toba Maru, N.Y.K., Oct. 6.
Nellore, E. & A., Oct. 7.
Tevens, Dodwell's, Oct. 7.
Chichibu Maru, N.Y.K., Oct. 9.
Morea, P. & O., Oct. 10.
Pembroke, Jardine's, Oct. 10.
Dioned, B.F., Oct. 12.
Chenonceaux, M.M., Oct. 13.
Kulmerland, Jensen, Oct. 13.
Emp. of Asia, C.P.S., Oct. 15.
City of Johannesburg, Bank, Oct. 16.
Benalla, P. & O., Oct. 20.
Karmala, P. & O., Oct. 20.

SINGAPORE.

Anhui, B. & S., Sept. 16.
Lyons Maru, N.Y.K., Sept. 18.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.
Hosang, Jardine's, Sept. 17.
Shirala, B.I., Sept. 17, 10.30 a.m.
Asama Maru, N.Y.K., Sept. 18.
Machao, B.F., Sept. 19.
Kashima Maru, N.Y.K., Sept. 20.
Onfa, B.F., Sept. 20.
Kwangtung, B. & S., Sept. 21.
Pres. Harrison, Dollar, Sept. 21.
Fresno Star, Dodwell's, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Van Heutz, J.C.J.L., Sept. 25.
Kashgar, P. & O., Sept. 27.
Malacca Maru, N.Y.K., Sept. 27.
Yuenang, Jardine's, Sept. 23.
Tokushima Maru, N.Y.K., Sept. 29.
General Metzinger, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Takeda, B.I., Oct. 3.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
City of Chester, Bank, Oct. 7.
Kumsang, Jardine's, Oct. 7.
Muran Maru, N.Y.K., Oct. 8.
Venezia, Dodwell's, Oct. 8.
Andre Lebon, M.M., Oct. 14.
Calchas, B.F., Oct. 14.
Mirzapore, P. & O., Oct. 15.
Carnarvonshire, Jardine's, Oct. 17.
Kansagara Maru, N.Y.K., Oct. 17.
Pres. Fillmore, Dollar, Oct. 19.
Tilawa, B.I., Oct. 21.

SOUTH AFRICAN PORTS.

Kansagara Maru, N.Y.K., Oct. 17.

SOUTH AMERICAN PORTS.

Heiyo Maru, N.Y.K., Sept. 30.
Kansagara Maru, N.Y.K., Oct. 17.

SWATOW.

Anhui, B. & S., Sept. 16.
Huichow, B. & S., Sept. 16.
Szechuen, B. & S., Sept. 16.
Foshing, Jardine's, Sept. 17.
Haiyang, Douglas, Sept. 17, 3 p.m.
Haining, Douglas, Sept. 19.
Cheongshing, Jardine's, Sept. 21.
Kwaisang, Jardine's, Sept. 21.
Kwangchow, B. & S., Sept. 21.
Kwangtung, B. & S., Sept. 21.
Soochow, B. & S., Sept. 21.
Haiching, Douglas, Sept. 23.
Sunning, B. & S., Sept. 23.
Hosang, Jardine's, Sept. 23.
Kingman, B. & S., Sept. 25.
Chipping Jardine's, Sept. 25.
Hosang, Jardine's, Sept. 25.
Kueichow, B. & S., Sept. 30.

TIENTSIN.

Huichow, B. & S., Sept. 16.
Cheongshing, Jardine's, Sept. 21.
Chipping Jardine's, Sept. 23.
Kueichow, B. & S., Sept. 30.

TRIESTE AND VENICE.

Venezia, Dodwell's, Oct. 8.

TSINGTAO.

Szechuen, B. & S., Sept. 16.
Foshing, Jardine's, Sept. 17.
Antenor, B.F., Sept. 18.
Kwaisang, Jardine's, Sept. 21.
Soochow, B. & S., Sept. 21.
Hosang, Jardine's, Sept. 24.
Hosang, Jardine's, Sept. 24.

VANCOUVER, B.C.

Emp. of Russia, C.P.S., Sept. 17.
Hikawa Maru, N.Y.K., Sept. 24.
Emp. of Japan, C.P.S., Oct. 2.
Ixion, B.F., Oct. 10.
Emp. of Asia, C.P.S., Oct. 15.

VICTORIA, B.C.

Pres. Pierce, Dollar, Sept. 16.
Emp. of Russia, C.P.S., Sept. 17.
Bikawa Maru, N.Y.K., Sept. 24.
Pres. Taft, Dollar, Sept. 30.
Emp. of Japan, C.P.S., Oct. 2.
Ixion, B.F., Oct. 10.
Pres. Jefferson, A.M.L., Oct. 14.
Emp. of Asia, C.P.S., Oct. 15.

VLADIVOSTOK.

Della, Gilman's, Sept. 25.
Glenluc, Jardine's, Sept. 30.
Pembroke, Jardine's, Oct. 10.
Dioned, B.F., Oct. 12.

WELFARE.

Huichow, B. & S., Sept. 16.
Antenor, B.F., Sept. 18.
Kueichow, B. & S., Sept. 30.

EXPECTED ARRIVALS AND MOVEMENTS.

Aki Maru due from Manila Sept. 18.
Alipore due from Shanghai Sept. 18, 5 p.m.
Aller, due from Europe Oct. 4.
Antenor due from Singapore Sept. 18.
Asama Maru due from Japan Sept. 17.
Atsuta Maru due here Sept. 22.
Bengale due from Europe Sept. 24.
Calchas due from North China ports Oct. 14.
Changte due from Australia ports Oct. 14.
Chichibu Maru due here Oct. 6.
City of Chester due from New York Oct. 6.
City of Hereford due from Singapore Sept. 18.
City of Johannesburg due from Europe Oct. 16.
Dioned due from Europe Oct. 12.
Emp. of Canada due from Vancouver Sept. 19.
Emp. of Japan due from Japan Sept. 24.
Fushimi Maru due from Straits Sept. 20.
Glenluc due from Europe Sept. 29.
Heiyo Maru due here Sept. 24.
Hikawa Maru arrived here Sept. 13.
Ixion due from Japan Sept. 22.
Kashgar due from

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 16th Sept.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"HUICHOW"	On 16th Sept.	Noon
SWATOW, SHANGHAI & TIENTSIN	"ANHUI"	On 16th Sept.	2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TSINAN"	On 17th Sept.	6 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KWANGTUNG"	On 21st Sept.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 21st Sept.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KWANGCHOW"	On 21st Sept.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"LUCHOW"	On 23rd Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 23rd Sept.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"CHENGTO"	On 23rd Sept.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"TAIYUAN"	On 24th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KINGYUAN"	On 25th Sept.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KUEICHOW"	On 30th Sept.	Noon

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TAIPING In Port 14th Oct. 23rd Sept. 21st Oct. 26th Sept. 24th Oct. 15th Oct. 9th Nov.

CHANGTAE In Port 14th Oct. 23rd Sept. 21st Oct. 26th Sept. 24th Oct. 15th Oct. 9th Nov.

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& BALTIC PORTS.

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OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Malaya"	27th Sept.	7th Nov.
M.S. "Danmark"	31st Oct.	10th Dec.
M.S. "Java"	30th Nov.	9th Jan.
M.S. "Peru"	30th Dec.	9th Feb.
M.S. "Australia"	28th Jan.	7th March
M.S. "Afrika"	26th Feb.	7th April

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[41]

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Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

S.S. "VENEZIA"	...	8th Oct.
M.V. "HILDA"	...	8th Nov.
S.S. "TEVERE"	...	18th Oct.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 14, 1930.

SEPTEMBER 15, 1930.

STATION	Hour	Barometer		Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Barometer		Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time
		Inches	Millis.										Inches	Millis.									
Wladivostok	12	30.14	765.5	...	N	2	...	...	6	...	...	...	30.26	768.5	...	...	...	...	...	...	...	...	...
Nemuro	11	30.14	765.5	...	ENE	2	...	...	5	...	...	...	30.12	765.0	...	...	...	...	...	...	...	...	...
Hakodate	...	30.08	764.0	...	E	2	...	...	...	...	...	...	30.08	761.5	...	...	...	...	...	...	...	...	...
Kochi	...	29.90	759.5	...	...	0	...	...	...	...	...	...	29.88	759.0	...	...	...	...	...	...	...	...	...
Nagasaki	...	29.85	758.5	...	WSW	1	...	...	...	...	...	...	29.86	758.5	...	...	...	...	...	...	...	...	...
Kagoshima	...	29.84	758.0	...	...	0	...	...	...	...	...	...	29.88	759.0	...	...	...	...	...	...	...	...	...
Oshima	...	29.84	758.0	...	NNE	1	...	...	...	...	...	...	29.84	758.0	...	...	...	...	...	...	...	...	...
Naha	...	29.84	758.0	...	N	1	...	...	...	...	...	...	29.84	758.0	...	...	...	...	...	...	...	...	...
Ishigakijima	...	29.84	758.0	...	NE	1	...	...	...	...	...	...	29.88	759.0	...	...	...	...	...	...	...	...	...
Bonin Island	...	29.84	758.0	...	...	1	...	...	...	...	...	...	30.01	762.2	...	...	...	...	...	...	...	...	...
Chefoo	15	30.01	762.2	...	NE	1	...	...	6	...	...	...	30.09	761.6	...	...	...	...	...	...	...	...	...
Shanghai	14	30.00	762.0	...	NE	1	...	...	...	...	...	...	30.01	762.2	...	...	...	...	...	...	...	...	...
Gutai	...	30.03	762.7	...	NE	2	...	...	...	...	...	...	30.01	762.2	...	...	...	...	...	...	...	...	...
Wenchow	...	29.96	760.9	...	NNE	4	...	...	...	...	...	...	29.98	761.4	...	...	...	...	...	...	...	...	...
Foochow	...	29.92	759.9	...	ENE	2	...	...	...	...	...	...	29.94	760.5	...	...	...	...	...	...	...	...	...
Amoy	...	29.82	757.4	...	NE	4	...	...	...	...	...	...	29.78	756.4	...	...	...	...	...	...	...	...	...
Szaoow	...	29.95	755.5	...	E	3	...	...	...	...	...	...	29.85	758.2	...	...	...	...	...	...	...	...	...
Taihou	11	29.88	758.8	...	E	4	...	...	...	...	...	...	29.89	757.6	...	...	...	...	...	...	...	...	...
Taihou	...	29.89	757.6	...	...	0	...	...	...	...	...	...	29.80	757.6	...	...	...	...	...	...	...	...	...
Taiwan	...	29.84	757.9	...	NE	2	...	...	...	...	...	...	29.79	756.7	...	...	...	...	...	...	...	...	...
Koshan	...	29.83	757.8	...	NE	2	...	...	...	...	...	...	29.81	757.1	...	...	...	...	...	...	...	...	...
Pescadore	...	29.77	756.1	...	ENE	3	...	...	...	...	...	...	29.73	755.1	...	...	...	...	...	...	...	...	...
Hong Kong	14	29.73	755.1	...	ENE	6	...	...	...	...	...	...	29.72	754.8	...	...	...	...	...	...	...	...	...
Gap Rock	...	29.74	755.3	...	NE	4	...	...	...	...	...	...	29.69	753.8	...	...	...	...	...	...	...	...	...
Macao	...	29.85	758.1	...	ENE	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hoihow	...	29.77	756.1	...	SE	4	...	...	...	...	...	...	29.76	755.5	...	...	...	...	...	...	...	...	...
Pratas Island	...	29.69	754.0	...	NE	2	...	...	...	...	...	...	29.71	754.6	...	...	...	...	...	...	...	...	...
Phulien	15	29.59	751.6	...	N	6	...	...	...	...	...	...	29.63	752.5	...	...	...	...	...	...	...	...	...
Tourane	...	29.74	755.4	...	SW	6	...	...	...	...	...	...	29.34	757.9	...	...	...	...	...	...	...	...	...
Cape St. James	14	29.74	755.4	...	NW	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Basco	...	29.72	754.8	...	NE	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aparri	...	29.73	755.3	...	SW	2	...	...	...	...	...	...	29.75	755.6	...	...	...	...	...	...	...	...	...
Tuguegarao	...	29.76	754.9	...	WSW	4	...	...	...	...	...	...	29.78	756.5	...	...	...	...	...	...	...	...	...
Vigan	...	29.69	754.1	...	W	2	...	...	...	...	...	...	29.76	756.0	...	...	...	...	...	...	...	...	...
Manila	...	29.69	754.1	...	WSW	4	...	...	...	...	...	...	29.78	756.3	...	...	...	...	...	...	...	...	...
Legaspi	...	29.72	754.9	...	WSW	4	...	...	...	...	...	...	29.79	756.5	...	...	...	...	...	...	...	...	...
Calbayog	...	29.74	755.4	...	WSW	4	...	...	...	...	...	...	29.79	756.5	...	...	...	...	...	...	...	...	...
Tacloban	...	29.74	755.4	...	SW	2	...	...	...	...	...	...	29.79	756.5	...	...	...	...	...	...	...	...	...
Iloilo	...	29.72	754.8	...	W	2	...	...	...	...	...	...	29.77	756.1	...	...	...	...	...	...	...	...	...
Cebu	...	29.72	754.8	...	WSW	4	...	...	...	...	...	...	29.65	753.1	...	...	...	...	...	...	...	...	...
Surigao	...	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	12.22	29.61	753.2	...	N	2	...	...	4.22	...	...	...	29.75	755.5	...	...	...	...	...	...	...	...	...
Guam	...	11.00	...	...	...	...	...	...	5	...	...	...	29.76	756.0	...	...	...	...	...	...	...	...	...
Yap	...	...	...	...	...	...	...	...	...	...	...	...	29.76	756.0	...	...	...	...	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	29.83	757.7	...	...	...	...	...	...	...	...	...
Labuan	14	29.81	757.2	...	SE	6	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...

September 14d. 17h. 38m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 18° N. Long. 111° E., moving N.

September 15d. 9h. 50m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 19° N. Long. 110° E., moving N.N.W.

September 14d. 17h. 28m.—Local signal No. 1 hoisted.

September 14d. 20h. 45m.—Local signal No. 4 hoisted.

September 15d. 6h. 41m.—Local signal No. 4 lowered.

September 15d. 11h. 00m.—A moderate anticyclone is central to the north-east of Hokkaido. The typhoon is situated near or over southern Hainan, moving slowly N.N.W.

Shanghai warning, 14d. 14h. 55m.—Typhoon of unknown intensity within 120 miles of Lat. 17° N. Long. 112° E., moving W.N.W. Recd. 14d. 15h. 56m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 5.92 inches. Total since January 1, 75.16 inches, against an average of 71.03 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 16.

- 1.—Formosa Channel ... N.E. winds, fresh; overcast, rain, probably improving.
- 2.—South coast of China between Hong Kong and Lsmocks ... improving.
- 3.—Hong Kong to Gap Rock ... N.E. winds, strong to gale.
- 4.—South coast of China between Hong Kong and Hainan ... N.E. winds, strong to gale.

C. W. JEFFRIES, Chief Assistant.

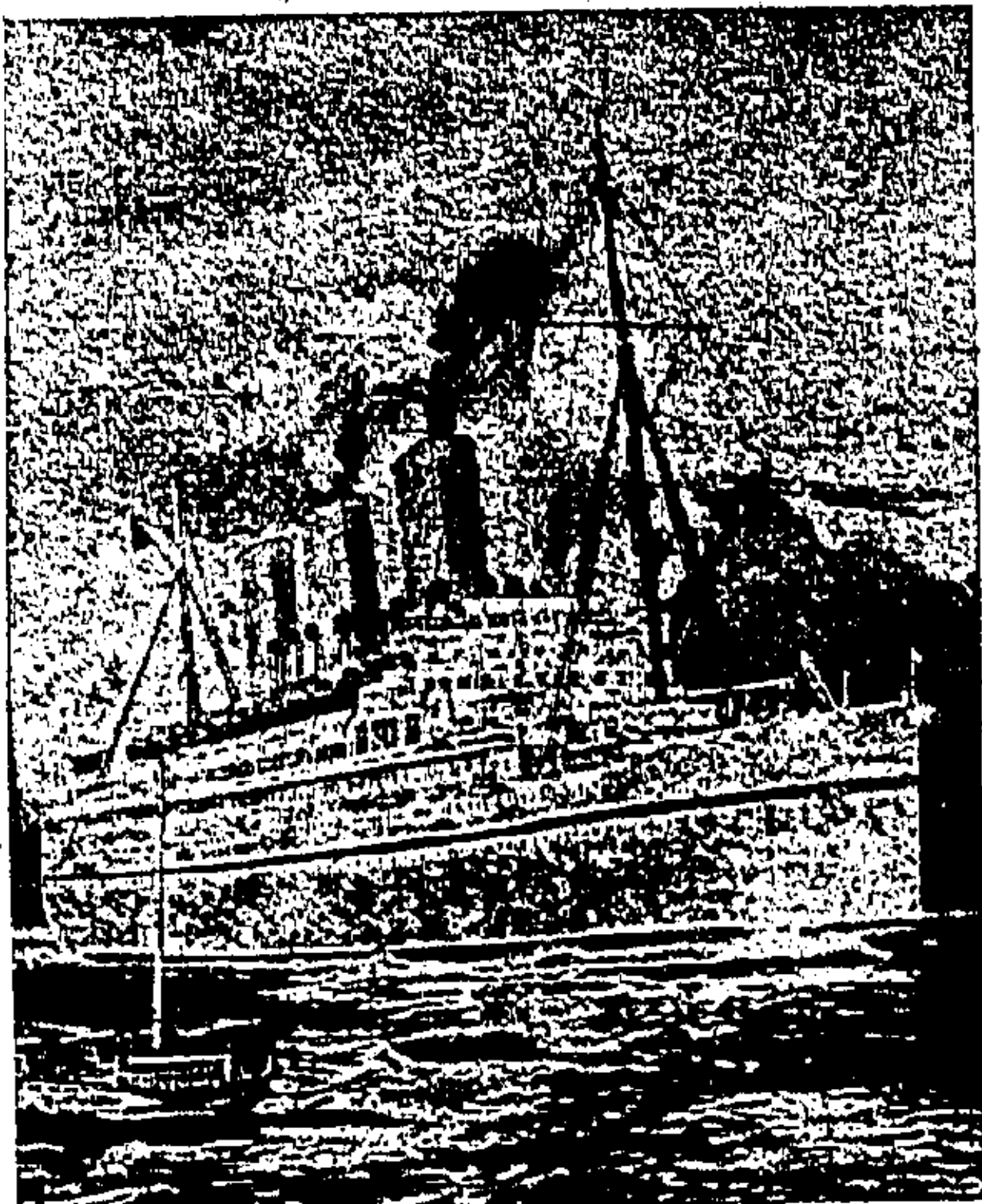
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ASAMA MARU ... Thursday, 18th September

TAIYO MARU ... Sunday, 23rd September

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU ... Wednesday, 24th September

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 20th September at 11 a.m.

YASUKUNI MARU ... Saturday, 4th October, at 8 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU ... Tuesday, 23rd September

AKI MARU ... Tuesday, 21st October

BOMBAY via Singapore, Penang & Colombo.

MALACCA MARU ... Saturday, 27th September

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 30th September

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU ... Friday, 17th October

NEW YORK, BOSTON via PANAMA.

TAKETOYO MARU ... Sunday, 21st September

TOBA MARU ... Monday, 6th October

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

LIMA MARU ... Sunday, 12th October

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Monday, 29th September

SHANGHAI, KOBE & YOKOHAMA.

AKI MARU (Nagasaki direct) ... Wednesday, 17th September

FUSEMI MARU ... Saturday, 20th September

RANGON MARU (Kobe direct) ... Saturday, 20th September

YAMAGATA MARU (Kobe direct) ... Saturday, 20th September

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SPHINX ... 16th Sept.

G. METZINGER ... 30th Sept.

ANDRE LEBON ... 14th Oct.

PORTHOS ... 28th Oct.

CHENONORAU ... 11th Nov.

ATHOS II ... 25th Nov.

D'ARTAGNAN ... 9th Dec.

ANGERS ... 23rd Dec.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 4,750 TONS;
THROUGH CARGO
9,260 TONS.

The returns shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday, were:—

Cargo for	Through	Ports
British	1,190	374
Shirala	—	—
Tsinan	Amoy	380
Szechuen	Canton	15
Huichow	—	113
Kwaiang	—	15
Swatow	451	1,127
Fooshing	Canton	—
Hanyang	—	49
Swatow	320	—
Dutch	—	2,362
Tjikarang	Amoy	16
Amoy	—	1,679
Swedish	—	16
Nanking	Singapore	551
Singapore	—	5,905
Chinese	—	551
Shun Chih	—	—
Saigon	1,800	—
Cheung On	Shanghai	30
Shanghai	—	1,830
Total	4,750	9,260

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

Arr.	Dep.
British	5
Dutch	1
Swedish	1
Chinese	2
Japanese	0
Norwegian	2
Total	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tsinan (Br.) Shanghai	Amoy	78
Hanyang (Br.) Foochow	Swatow	269
Tjikarang (Dut.) Shanghai	Amoy	170
Shun Chih (Chi.) Saigon	—	250
Cheung On (Chi.) Shanghai	—	103
Total	—	911

SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:—

Wharves:—Kowloon: Bunnevis, Shirala, Morioka Maru, Nanking; Jardine Matheson's: Kwaiang; Douglas LaPrairie: Huiyang; Sai-kong: Shui Hing, Sun On.

Docks:—Kowloon: Seistan, Adamastor; Taihook: Yingchow, Hong Keng, Changchow.

Buoys:—A3 Muensterland, A4 Taiping, A5 Tjikarang, B7 Kwangtung, B9 Tsinan, B10 Chinghua, B13 Szechuen, C15 Kwangchow, B24 Hikawa Maru, B25 Fooching, C35 Hai Hing, B33 Holikan, C39 Hirundo, C40 Eng Lee, C41 Hui-chow, C43 Shun Chih, C44 Peking Maru, B50 Unkeni Maru, B51 Hei-nan Maru, C53 Hiroshi Maru, B54 Shenandoah III, B56 Tonjer.

ARRIVALS.

September 14.

Golden Mountain, American str., 3,729 tons, Capt. H. B. Hansen, from Zamboanga, buoy No. A3. States & Co.

Nanking, Swedish m.v., 3,435 tons, Captain B. A. Brandt, from Gothenburg via Singapore, Kowloon Wharf.—Gilman & Co.

Pendopo, Dutch str., 2,663 tons, Capt. H. Van Gogh, from Singapore, Laichikok.—Standard Oil & Co.

Tsinan, British str., 2,100 tons, Capt. J. Tinson, from Amoy, buoy No. B9.—B. & S.

September 15.

Andre Lebon, French str., 13,661 tons, Capt. S. A. Biani, from Marseilles, Kowloon Wharf.—M.M.

Anhui, British str., 2,050 tons, Capt. R. Ashby, from Hoihow, buoy No. B34.—B. & S.

Borneo, British str., 1,297 tons, Capt. J. H. Van den Berg, from Hongay and Hoihow, buoy No. C49.—Shun Tai & Co.

Canton, French str., 978 tons, Capt. F. L. Morvan, from Haiphong, buoy No. C2.—M.M.

City of Hereford, British str., 3,214 tons, Capt. R. J. Ricketts, from Singapore, Holt's Wharf.—Bank Line.

Ho Sang, British str., 3,293 tons, Capt. Field-Hook, from Moji and Amoy, buoy No. A3.—J. M. & Co.

Huichow, British str., 1,222 tons, Capt. D. D. Richards, from Canton, buoy No. C41.—B. & S.

Karachi Maru, Japanese str., 4,259 tons, Capt. K. Ikuna, from Singapore, Stonecutters.—N.Y.K.

Leverkusen, German str., 4,354 tons, Capt. R. Knebler, from Hamburg via Manila, Kowloon Wharf.—Jessen & Co.

Mau-Sang, British str., 2,063 tons, Capt. G. R. Matthews, from Sandakan, buoy No. B47.—J.M. & Co.

Menado Maru, Japanese str., 1,285 tons, Capt. T. Kawamata, from Haiphong, O.S.K. Wharf.—O.S.K.

Pres. Pierce, American str., 8,393 tons, Capt. Henry Nelson, from Manila, Kowloon Wharf.—Dollar S.S. Line.

Shun Chih, Chinese str., 1,231 tons, Captain T. Thorbjornsen, from Saigon, buoy No. C43.—Chang Tong Ha.

Szechuen, British str., 1,594 tons, Capt. C. E. Fisher, from Canton, buoy No. B13.—B. & S.

CLEARANCES.

September 15.

Andre Lebon, for Shanghai.

Chinghua, for Amoy.

Golden Mountain, for S. Francisco.

Hirundo, for Swatow.

Karachi Maru, for Shanghai.

Kwaiang, for Canton.

Lima, for Hoihow.

Pendopo, for Amoy.

Pres. Pierce, for Shanghai.

Szechuen, for Swatow.

Tjikarang, for Manila.

PASSENGERS.

Arrivals.

The following passengers arrived on Saturday by m.s. Hikawa Maru:—Miss L. Louvois, Miss H. Lello, F. A. Smith, Miss Priscilla Ferry, Mr. and Mrs. O. K. French, Miss F. E. Pike, Miss H. Scheer-barth, T. Magary, Mr. and Mrs. E. J. Spear, J. H. Davy, Arland Wassell, Louis E. Johnson, Mr. and Mrs. Cornelius Grosebeck, Miss Edna Lowrey, Thos. D. Sannister, Capt. H. H. M. Oliver, and Mrs. Oliver.

BARBER WILHELMSEN LINE.

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M.V. "TAI PING"

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE

S.S. "CITY OF CHESTER" ... 7th October

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Steamship	Tons	From Hongkong (about)	Destination
"*ALIPORE"	8,273	17th Sept.	Straits, Colombo & Bombay.
"*KASHGAR"	6,005	27th Sept.	Marsa L'adon, Hull, B'dm & A-warp.
"*MALWA"	10,980	11th Oct.	Bombay, Marseilles and London.
"*MIRZAPORE"	6,715	15th Oct.	Straits, Bombay & London.
"*KHYBER"	9,114	23rd Oct.	Marsa L'adon, Hull, B'dm & A-warp.
"*MACEDONIA"	11,120	8th Nov.	Bombay, Marseilles and London.
"*NAGPORE"	5,223	15th Nov. [Marsa L'adon, Hull, B'dm & A-warp.	
"*KARMALA"	9,128	22nd Nov.	do.
"*RAWALPINDI"	16,619	8th Dec.	Bombay, Marseilles & London.
"*KALYAN"	9,144	20th Dec.	Marsa L'adon, Hull, B'dm & A-warp.
"*LAHORE"	5,204	27th Dec.	Marseilles, London and Hull.
		1931	
"*RANCHI"	16,650	3rd Jan.	Bombay, Marseilles & London.
"*JEYPORE"	5,218	10th Jan.	Marseilles, London and Hull.
"*KASHMIR"	8,688	17th Jan.	Marsa L'adon, Hull, B'dm & A-warp.
"*COMORIN"	15,132	31st Jan.	Bombay, Marseilles and London.
"*PERIM"	7,648	7th Feb.	Marseilles, London and Hull.
"*KASHGAR"	9,005	14th Feb.	Marseilles & London.
"*MALWA"	10,980	28th Feb.	do.
"*KHIVA"	9,135	7th Mar.	Marseilles, London and Hull.
"*KHYBER"	9,114	14th Mar.	Marseilles and London.
"*RAWALPINDI"	16,619	25th Mar.	do.

* Cargo only. † Calls Casablanca.

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"SHIRALA"	7,841	17th Sept.	Singapore, Penang & Calcutta
"TAKADA"	6,649	3rd Oct. 10.30 a.m.	do.
"TALAWA"	10,608	21st Oct.	do.
"TALAMBA"	8,018	12th Nov.	do.

* Calls Rangoon.

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EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	3rd Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"NELLORE"	6,553	31st Oct.	do.
"TANDA"	6,958	5th Dec.	do.

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SAILINGS TO SHANGHAI AND JAPAN

"NAGPORE"	5,223	23rd Sept.	Shanghai, Moji, Kobe & Y'hama.
"KHYBER"	9,114	26th Sept.	S'hai, Moji, Kobe & Yokohama.
"TALAWA"	10,608	30th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
"NELLORE"	6,553	7th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
"MOBEA"	10,964	10th Oct.	S'hai, Moji, Kobe & Yokohama.
"KARMALA"	9,128	20th Oct.	do.
"BENALIA"	8,018	20th Oct.	Shanghai & Kobe.
"MACEDONIA"	11,120	22nd Oct.	Amoy, Moji, Kobe & Osaka.
"LAHORE"	5,204	23rd Oct.	S'hai, Moji, Kobe & Yokohama.
"RAWALPINDI"	16,619	7th Nov.	do.
"KASHGAR"	9,005	22nd Nov.	S'hai, Kobe & Yokohama.
"JEYPORE"	5,218	22nd Nov.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	do.
"RANCHI"	16,650	5th Dec.	S'hai, Kobe & Yokohama.
"PERIM"	7,648	15th Dec.	S'hai, Moji, Kobe & Y'hama.
"KASHMIR"	8,688	20th Dec.	do.
"COMORIN"	15,132	2nd Jan.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	17th Jan.	S'hai, Moji, Kobe & Y'hama.
"KHYBER"	9,114	24th Jan.	do.
"MALWA"	10,980	31st Jan.	do.
"KASHGAR"	9,005	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai, Kobe & Yokohama.
"KHYBER"	9,114	14th Mar.	Amoy, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,588	27th Mar.	S'hai, Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	S'hai, Moji, Kobe & Y'hama.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,688	8th May	S'hai, Moji, Kobe & Yokohama.
"RANCHI"	16,650	22nd May	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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